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United States Railroad Administration
Walker D. Hines, Director-General of Railroads
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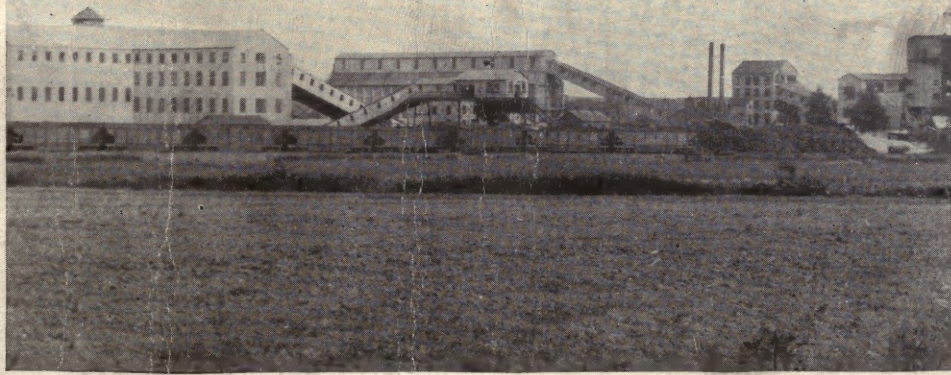
ILLINOIS CENTRAL MAGAZINE

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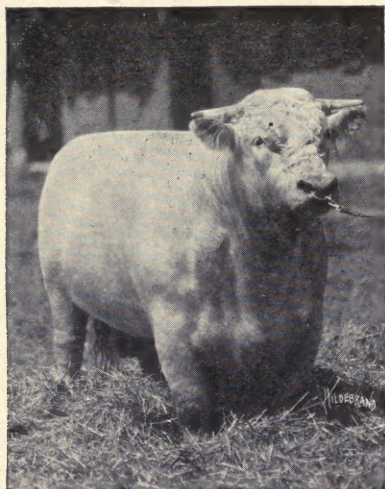
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A. S. Burleson
Postmaster General

Coal Mining, the dominant industry
of Benton Ill.



JULY 1919

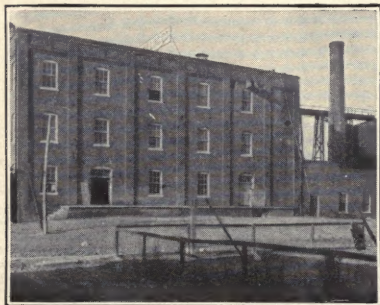


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D. W. THROWER.

Mr. D. W. Thrower was born in Henderson, North Carolina. Graduated from Davis Military College, North Carolina, 1895, C. E. Course. 1895-1900—Engaged in municipal work, locating and constructing macadam roads in North Carolina, and preliminary and location surveys in North and South Carolina for Seaboard R. R. March 12, 1900—Entered service of Y. & M. V. R. R. as track apprentice at Vicksburg. April, 1900, Nov., 1901, rodman, Anding, Miss. Nov., 1901, Feb., 1903, Asst. Engineer, Louisiana, Memphis & Chicago Divisions. Feb., 1903, Nov., 1904, Div. Engineer, Louisville and Chicago Divisions. Nov., 1904, Feb., 1905, Asst. Engineer, Chief Engineer's Office Party. Feb., 1905, May, 1905, Supervisor, Cherokee Division. May, 1905, Aug., 1913, Roadmaster, Omaha, Memphis and Chicago Divisions. Aug., 1913, Nov., 1913, Asst. Engineer Maintenance of Way, Chicago. Nov., 1913, July, 1916, District Engineer, Y. & M. V. R. R., Memphis. July, 1916, Aug., 1918, Asst. Valuation Engineer. Aug., 1918, present, Valuation Engineer.

ILLINOIS CENTRAL

Magazine

Vol. 8

JULY, 1919

No. 1

UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

Director General Hines Urges Economy

In a letter which he has sent to all officers and employes of railroads under federal control, Walker D. Hines, Director General of Railroads, points out the absolute necessity for the practice of economy all along the line in order that operating expenses may be reduced and improved wages and working conditions maintained.

"The increased payroll cost," says the Director General in his letter, "due to improved wages and working conditions, and the increased cost of material and supplies, are now resulting, in connection with the falling off in business, in the United States Railroad Administration incurring heavy deficits in railroad operations.

Efficiency and Economy Should Be Watchword

"I ask every officer and every employe to redouble his efforts to do efficient work, to economize in the use of railroad materials, fuel and other supplies, and to use great care not to injure equipment, tools, office furniture or property being transported by the railroad and for which payment must be made if injury occurs, and further than this, to try to encourage others to do the same.

Government Has to Bear the Loss

"Please remember," the Director General continued, "that if you should fail in any of these respects to do what you reasonably could and ought to do you would impose unnecessary cost upon the government. This is true because it is the government which has to bear the loss if there is one or which will receive the profit if any is earned.

Don't Wait, But Begin Now

"Do not wait for the other fellow to begin this improvement but begin yourself. Do not decline to help because some other fellow is not helping; turn in and help, and keep on setting the other fellow a good example.

Keep Down the Cost of Living

"You are interested in the great movement for the improvement of the condition of the individual worker. You can aid in that great movement, through efficiency and saving in reducing the cost of railroad operation, because thereby you help to keep down transportation rates, and thereby you help to keep down the cost of living. An increase in rates will give occasion for an increase in prices of what the public consumes and that will mean a new

cycle of increasing still further the cost of living. It is to the interest of every man, woman and child in this country that this shall be avoided as far as possible.

Rights of Railway Employees Recognized

"The Government, during Federal operation of the Railroads, as a result of its nation-wide control, has been able to do much to promote justice to railroad employes through making proper increases in their wages and proper improvement in their working conditions. In the nature of things the result cannot be equally satisfactory to all involving 2,000,000 employes, because it is not possible in this vast undertaking to satisfy equally every one or even every class of those employes. If any employe feels he has ground for such dissatisfaction, he ought to remember the remarkable strides that have been taken by the government in the last twelve months in the recognition of the just rights of railroad employes and compare the situation today with what it was in December, 1917, before Federal control began.

Employes Should Justify Wage Increase

"It has been a source of satisfaction to me to aid in this great work. Will you not, in turn, do justice to the government and help sustain my work as Director General, and also justify what has been done for you, by doing all that you can reasonably do to save the government money and to increase the efficiency of your work? I sincerely want your assistance in demonstrating that the railroads may be operated successfully even though the wages of its employes have been materially increased."

Director General Talks to Ticket Agents

In an address before the annual meeting of the American Association of Railroad Ticket Agents held at Chicago the first part of June, the Director General called attention to the fact that there is no class of employes on the rail-

roads which has a more important relationship to the great object of public service than the ticket agents.

Their Influence on Public

"I believe that public service towards the Railroads," he declared, "is more influenced by the relationship which you establish with the public with which you deal than by any other thing. Of course, the purpose of the railroads is to render a public service, and you are the representatives of the railroads who come in more direct contact than anybody else with the great mass of the American people, for whom that service is rendered, and to a large extent the people who come to you to be served are people who are not versed in the ways of travel and who are greatly impressed by courteous and helpful treatment."

Reduced Rates for Meetings and Conventions

The recent order authorizing a rate of one and one-third fare for the round-trip for meetings or conventions of religious, fraternal, educational, charitable and military organizations became effective June 10. It was found necessary to print and distribute several million certificates to 50,000 or more ticket offices, to correspond with the officers of the various organizations for the purpose of establishing regulations under which the plan will be operated, and, as a result the order had to be delayed. It was likewise necessary to file tariffs with the Interstate Commerce Commission and give instructions to ticket agents.

Regional Director Smith Resigns

Announcement has been made of the resignation of A. H. Smith, Regional Director of the Eastern Region, effective June 1, 1919. Mr. A. T. Hardin, Assistant Regional Director, was appointed to succeed Mr. Smith. Mr. Smith returns to his former position as President of the New York Central Lines, which he relinquished on December 28, 1917, in order to assume charge of the operation of a portion of the railroads in the Eastern District.

This Ticket Agents Always Smiles

The Railroad Administration has received an extract of a letter written by a Philadelphia lady which refers to a young woman employed as a ticket seller in the Broad Street Station, Philadelphia. The example set by this ticket agent is well worthy of emulation by other railway employees.

"The other is a blue-eyed girl," the extract reads, "safely behind bars, who, in the afternoon in the third window, sells tickets to Devon. She greets one with a smile, is delighted to give you a ticket and hands you your change in such a way that really it has an added value. And when you leave you think of how soon you can take another journey, so she may give you another ticket, with her smile and cheerful 'Surely I will.' She is so refreshing and so quick and efficient that it is the greatest pleasure to speak to her. I only wish I knew her name."

Adequate Transportation Facilities for Troops From Overseas

In order to provide every possible accommodation for the return movement of American troops from overseas, which is now at its height, Director General Hines, after correspondence on the subject with Newton D. Baker, Secretary of War, has issued orders that railroad equipment for excursion and recreation purposes shall be limited to an absolute minimum so as not to interfere with the prompt and proper dispatch of troops as soon as they reach this country.

"The splendid co-operation received from the railroads," Secretary Baker says in a letter to Mr. Hines, "both in the prompt dispatch of the troops overseas and to date, in handling the return movement, is greatly appreciated by the War Department and the magnitude of this undertaking is the admiration of all. I feel, therefore, that I would be negligent if I did not ask that the matter of limiting to an absolute minimum the use of railroad equipment for recreation purposes in order that the men of our overseas forces may in no way be delayed in reaching their homes."

Director General Promises Cooperation

In replying to the Secretary of War's request, Director General Hines said:

"You may be assured that every provision will be made for providing the necessary equipment for the movement of American troops and that the co-operation received from the railroads in connection with the overseas and return movements which you are good enough to mention in your letter, will be continued."

Notice to Public

As a result of this correspondence, the Director General has arranged for the posting in all railroad station waiting rooms and other railroad property, a notice calling attention to the fact that passenger equipment must be provided at the Atlantic ports for the transportation of several hundred thousand soldiers during the last week of June and the first week of July, and that it is the paramount duty of the Railroad Administration to provide adequate facilities for the safe, prompt and comfortable return of these men to their homes.

"Every effort will be made," says the notice, "to perform this duty with the minimum of inconvenience to those who travel for business or pleasure, but until the troops have been moved coaches and sleeping cars will be crowded and temporary discomfort will result. The Railroad Administration confidently relies upon your co-operation in carrying out this necessary program."

About Female Employees

Miss Pauline Goldmark, Manager, Women's Service Section of the United States Railroad Administration, recently returned from an inspection tour to the Pacific Coast.

The purpose of the trip was twofold,—to observe the actual conditions of women's work, and to confer with the women officials employed by the roads to look after their health and comfort provisions.

The Federal Managers very kindly made arrangements for Miss Goldmark to visit the places where women are

employed. On the Southern Pacific Lines she traveled in company with Mrs. G. A. Reilly, Supervisor of Women's Welfare, beginning with the General Offices at San Francisco, where 1,100 women are employed in one building. The tour of inspection took in the West Oakland Yards where 50 women are employed to clean coaches and where the Commissary Department runs a finely equipped laundry and linen room employing 63 women, and including also the Los Angeles offices and Sacramento shops. At the latter, women have to their great satisfaction been retained in a variety of novel occupations, namely, as pattern makers, helpers in the car shop, as drill press operators in the machine shops and molders in the foundry.

Women Workers Make Good Showing

On the Southern Pacific Lines North of Ashland and on the Ore.-Wash. R. R. & Nav. Co, Miss Avis Lobdell, Head of the Bureau of Women's Activities of these lines, accompanied Miss Goldmark to Portland, Tacoma and Seattle. At the Albina Shops, Portland, women workers are making an especially good showing. It was especially interesting to the visitors to watch the woman operator of the transfer table. She answers the signals promptly and performs her work in an altogether business-like way, manipulating the motor of the transfer table exactly as a motorman runs a street car and bringing them to rest under perfect control. She takes great pride in her work and was particularly pleased that during a recent visit to the shops the Director General commented on a woman's holding this position.

All Comforts Provided

The policy of both these Railroads is to make ample provision for its women employes in the matter of rest and dressing rooms, and to provide attractive lunch rooms with tables and chairs where hot coffee and tea can be secured. The women are encouraged to leave the offices and work rooms and spend their luncheon hour in a restful environment. It is believed by the management that the women have responded well to the attentions given their needs. The expenditure involved is believed to be well repaid also in the added efficiency of the workers.

Faithful Service to be Rewarded

Miss Goldmark was very favorably impressed with the attitude of the Western Railroads towards its women workers and the possibility of advancement which is offered them. She expressed the hope, in speaking to the women employes that they would exert every effort to make good in their various positions. The war time emergency has passed, and in future women will be retained only in those positions in which their accomplishment is equal to the man's. She explained that every class of worker is being encouraged to give full measure of work as a recognition of the greatly improved conditions as to wages and hours and consideration of complaints in the Railroad service. She reminded the women that in no other industry has the principle been so fully established that women should receive the same pay as men in the same class of work, and that for this reason women should, above all, show their appreciation by their accomplishments.

How R. R. Men of America Rescued Our Allies

IN an address in New York last month, W. G. McAdoo, former director-general of railroads, gave an extremely interesting illustration of the patriotic service rendered by the railroads in wartime.

Making public information which had

hitherto remained undisclosed, Mr. McAdoo told how, by holding up the great flow of traffic through the eastern and northwestern territories, trainloads of foodstuffs streamed to the seaboard, resulting in decided aid in the war upon the Hun:

Now that the war is practically ended, because peace is almost in sight and an effective armistice is in force, there is no reason why some facts should not now be given out which it would have been manifestly unwise to make public during the period of actual hostilities. I should like to give you a little inside story of the way in which the United States Railroad Administration saved the Allies in a desperate emergency and made certain the ultimate defeat of Germany.

In February, 1918, the situation was extremely black for the Allies. I was invited by the ambassadors of Great Britain, France and Italy to attend a meeting to consider an important message which had been sent by the prime ministers of those three great powers. Being unable to attend myself, I sent Mr. Gray, director of the Division of Operations, and Mr. Chambers, director of the Division of Traffic, to represent me. There were present representatives of Great Britain, France and Italy, Food Administrator Hoover, Fuel Administrator Garfield and Mr. Hurley, chairman of the Shipping Board. The following statement was read at that meeting:

"Having met today at Versailles, the prime ministers of France, Great Britain and Italy have decided collectively to send the following message to the president of the United States and to request the ambassador of France to present it on behalf of the three countries:

"The Interallied Wheat Committee reports that:

"First. The bread cereals sent from North America were in December 500,000 tons below the amount fixed by the Paris conference in November last. In January they have been more than 400,000 tons below the adopted program.

"Second. This deficit of 900,000 tons has been caused by the congestion of railroads and the lack of cars and coal, all of which has been made worse by the exceptionally severe winter. These deficits, added to the previous ones, will result in a condition especially serious throughout the allied states of

Europe in the forthcoming months of March, April and May. Such a condition can be improved only by the sending of a considerable amount from America in February, March and April.

"Third. The Wheat Committee knows and appreciates the efforts of Mr. Hoover and of the Food Administration in view of helping the Allies at this critical juncture. The committee is aware that Mr. Hoover realizes the gravity of the situation and agrees with it as to the wants of the Allies.

"On the other hand, it begs to point out that the sending of an average of one million necessitates no less efforts on the part of the railroads and the Fuel Administration than on that of the Food Administration, therefore the committee expresses the hope that instructions may be issued for absolute priority to be granted in the United States to those products until the crisis be passed."

"It has been decided thereupon that this should be submitted to the president of the United States and that he should be informed that, in the opinion of the three prime ministers, the need of cereals in Europe cannot be exaggerated. They express the hope that the president will be so good as to give the necessary instructions. Measures have been taken for supplying the necessary tonnage.

"The interested countries have been able to take these measures only by reducing their importations of ammunition in a degree justified solely by the critical character of the food situation.

"In the opinion of the prime ministers the dearth of wheat, with the effect it may produce on the morale of the population—and the important part such a dearth played in the Russian collapse is well known—is at the present time the greatest danger threatening the allied nations of Europe."

Grave as this message was, the situation as presented orally by the representatives was much worse. Mr. Gray reported to me that the rations of the Italian army had already been reduced twice and the rations of the French army once; that unless food supplies

were rushed to Europe immediately and in adequate quantities, starvation would certainly overtake the civil populations of the Allies; that the armies could not be adequately supported and that defeat would inevitably result. All stated that if adequate transportation could be supplied immediately, sufficient ocean-going tonnage would be made available to rush food to the Allies and thus save the day.

You will observe that the dispatch stated that 500,000 tons less than the amount promised for the month of December had been delivered in that month.

There was but one way to get the necessary food supplies to the seaboard, and that was to do one of the most drastic things ever done in the history of American railroading: send empty cars from the East to the West with all possible speed and regardless of cost, and bring them back as swiftly as possible loaded with the necessary food supplies.

The greatest heresy in railroad management is to haul a car empty when it can be loaded. But if empty cars had been held in the East long enough to take the loads that were offered, they would have been delayed in the East as well as at destination.

I issued immediately to Mr. Aishton, the regional director at Chicago, the following order:

"On account of the vital necessity of gathering and forwarding immediately all available grain and grain products for our armies abroad and the Allies, you will for the present give preference and priority in the furnishing of box cars for grain and grain products from the states of Illinois, Wisconsin, Minnesota, North and South Dakota, Montana, Nebraska, Kansas, Missouri and Oklahoma, with the exception of less than carload merchandise, print paper and paper pulp. The regional director, eastern railroads, has been instructed to rush empty box cars to western lines in preference. Please secure the co-operation of grain dealers, farmers and interested communities to facilitate the accumulation and prompt loading of all kinds of grain and have traffic representatives and sta-

tion agents instructed to aid in this work."

A copy of this order was furnished to Regional Director Smith in New York with directions to move promptly all empty box cars suitable for grain loading from the Eastern to the Western region.

Regional Director Smith had with unusual skill and ability kept the great New York Central artery open in spite of blizzards and other serious obstacles. He attacked the problem with energy, and a continuous stream of empty box cars began to flow to Chicago, where they were taken by Regional Director Aishton and rushed into each grain-producing center, loaded with all possible dispatch and rushed back to the Atlantic seaports, with such effect that within thirty days the emergency had been met and the crisis was over.

I cannot pay too great a tribute to Carl R. Gray, director of operations at Washington; A. H. Smith, regional director at New York; R. H. Aishton, regional director at Chicago, and to the officers serving under them and to the army of railroad men and women throughout the eastern and northwestern territory, who, with a patriotism, courage and devotion unparalleled, stood by their posts throughout the storms and blizzards of that frightful winter, suffering from exposure and overwork but never complaining, and going forward with a heroism which matched that of our gallant men in the trenches, and which, joined with theirs, brought victory to American arms and glory to the American flag.

This great feat was so quietly performed that the American people did not know that practically the entire commerce of the eastern and northwestern territories, with the exception of food and fuel and less than carload merchandise, print paper and paper pulp, had been arrested for a period of more than a fortnight. It may be said to enduring credit of the American people that the inconveniences of that time were borne with a fortitude, courage and patriotism which is at once the credit and the glory of our democracy.

On March 15, 1918, one month and

one week after the meeting of February 8, I had the pleasure of addressing a letter to the representatives of Great Britain, France and Italy, informing them that loaded cars of food had accumulated to such an extent at the leading Atlantic seaports it would be neces-

sary seriously to consider an embargo against the food movement unless immediate relief in the way of ships could be afforded so that the cars could be unloaded and put back into the essential commerce of the country where they were desperately needed.

The Resignation of Regional Director A. H. Smith

May 30, 1919.

Walker D. Hines, Director General of Railroads, today announced that Mr. A. H. Smith, Regional Director of the Eastern Region, had tendered his resignation, to resume his connection with the New York Central Railroad Company, and that his resignation had been accepted, effective June 1, 1919. Announcement was also made that the Director General had appointed Mr. A. T. Hardin, now Assistant Regional Director of the Eastern Region, as Regional Director to succeed Mr. Smith.

The following correspondence between the Director General and Mr. Smith was made public:

"New York City, May 27, 1919.

Dear Mr. Hines:

On the 28th of December, 1917, I was called upon by the Government to take charge of the operation of a portion of the railroads in the Eastern District of the United States. We were at war, the emergency was great, and the conditions were serious. I felt it my duty to respond. Now that the emergency has past and a formal declaration of peace appears to be probable in the not-distant future, I feel that I should be relieved and resume my former position with the New York Central lines. I therefore confirm my telephone conversation with you today and formally tender my resignation as Regional Director of the Eastern Region, to take effect at any time between now and June 30, as will best suit your convenience.

I want you to know that if I can at any time be of service to you in the future, I shall be very glad to respond.

Assuring you of my high esteem, I remain,
Very truly yours,
"May 30, 1919. A. H. Smith."

My Dear Mr. Smith:

I have your letter of the 27th inst., tendering your resignation as Regional Director of the Eastern Region. The reasons you have urged upon me, both in your letter and in conversation, impel me to accept the resignation, and I hereby do so, effective June 1, 1919.

In doing this I wish to express to you the profound appreciation of myself and of my associates in the Railroad Administration for the patriotic, self-sacrificing and able service you have at all times rendered.

It is gratifying to have your assurance of continued co-operation and I shall have occasion to call upon you accordingly from time to time.

With sincere regards, I am,
Cordially yours, Walker D. Hines.
A. H. Smith, Esq.,
Regional Director,
Grand Central Terminal,
New York City."

Mr. Hardin, the new Regional Director, prior to Federal Control, was Vice President of the New York Central and since Mr. Smith became Regional Director of the Eastern Region, Mr. Hardin has been Assistant Regional Director. Mr. Hardin is a native of South Carolina and is a graduate of South Carolina University. He began his railroad career as a telegraph operator on the Southern Railroad and has been with the New York Central for twenty years.

Handling of Grain Crops

May 29, 1919.

Several days ago the Railroad Administration advised the interested shipping public of the plans in contemplation for the handling of the anticipated large grain crops, and stated that it was expected that the permit system would be re-inaugurated with the opening of the new wheat season.

Experience last year demonstrated that the permit system of handling traffic was by far the most efficient, and indeed the only way of protecting the shipping public from the car shortages and transportation failures which arose when the Eastern terminals were clogged with traffic. Embargoes without the permit feature have proved highly unsatisfactory, disrupting not only operating conditions of the railroads, but also the trade arrangements of shippers.

The results of the operation of the permit system at the ports had proven so beneficial to all interests that the plan was adopted last year as a means to control shipments to the interior grain markets as quickly as it developed that some control of movement was necessary in order to keep the railroads in a position to do business continuously. Considering the immense territory and the importance and volume of the commodity involved, the results were satisfactory to all interests.

An embargo temporarily stops all traffic, or all traffic in certain commodities. It is wave-like in its operation. It lacks flexibility. The permit system as applied to grain movement contemplates a regular flow of grain to each market, to the maximum ability of the consignees' facilities at the terminal to unload. It also regulates the current

movement according to the ability of the railroad to handle. It contemplates a more equitable distribution of equipment with consequently greater benefit to all shippers. It avoids congestion at terminals and in transit, and it consequently results in a freer and heavier movement of grain from the farms because it is restricted only by the available unloading facilities at the markets.

The permit system will be applied this year the same as last year. A Grain Control Committee will be selected to operate at each primary or terminal market. Each committee will be composed of three members, two representing the operating and traffic departments respectively of the Railroad Administration, and the third the transportation division of the United States Grain Corporation. A shipper desiring to ship to any particular market will apply, through railroad agent at point of origin, to the Grain Control Committee at such market, for the necessary permit, which will be promptly issued if conditions admit of the prompt delivery to and acceptance by consignee at destination. A copy of the permit when issued will also be transmitted by the Grain Control Committee to the proper transportation officer of the railroad via which the shipment is to be made so that necessary action may be taken with respect to the furnishing of equipment.

It will be readily appreciated that not only will producers and shippers of grain be benefitted by this regulation in transportation, but the entire shipping public will benefit in that the channels of commerce will be kept free of congestion, car detention largely eliminated, and the maximum use of all equipment more highly developed.

Interesting Figures Showing Banking Service

The state of North Dakota has one bank for every 948 population, and leads all other states in the number of banks per capita, while the Philippine Islands

have one bank to 1,000,000 persons, and are at the bottom of the list.

These figures were recently compiled by the Omaha Bank of Commerce, and

appear in the New York Annalist. In the entire country there is one bank for every 4,032 persons. The Missouri Valley leads in a striking way. South Dakota comes second with one bank for each 1,174 persons; Nebraska, one bank for each 1,208 persons; Iowa, one bank for every 1,210 persons; Kansas, one bank for 1,548 persons; Missouri, one bank for 2,276 persons. The great states of the East are mostly down toward the end of the list, showing density of population rather than scarcity of banking facilities—New York is forty-ninth with one bank to each 10,465 persons; Pennsylvania forty-second with one bank to each 6,029 persons; Illinois twenty-eighth with one bank to 4,225 persons; Massachusetts forty-seventh with one bank to 8,546 persons. Porto Rico has thirteen banks for 95,769 persons, and Hawaii nineteen banks, one to each 12,105 persons. Omitting Alaska, American territory has 28,880 banks for a population of 116,437,000. These figures suggest an interesting comparison with last year's sales of Thrift and War Savings Stamps.

The number of banks per capita is a

rough measure of thrift service. A thrift institution, measured in terms of business, is successful according to its distribution of thrift facilities. It is not claimed that banks are patronized by everybody in a community, even the 948 persons for each bank in North Dakota. Not all banks are thrift institutions, because many conduct only a commercial business. The Thrift and War Savings Stamp became the most widely distributed savings facility as soon as it was introduced.

Last year the Government sold more than \$1,000,000,000 worth of them, which was an equivalent of \$10 per capita. So, while the average bank in the United States was endeavoring to serve all its potential 4,032 patrons, those 4,032 patrons bought during 1918, \$40,320 worth of Thrift and War Savings Stamps. In a state like New York, with 10,465 people to each bank, the potential following of each bank purchased more than \$100,000 worth of these small government securities, which would be a tidy bit of first year's business for even a city bank.

Passenger Trains, Southern Region, Set a Record for Making Schedule

New high records for on-time passenger train service in the Southern Region were set in May by the railroads under government control. Reports made public today by the United States Railroad Administration show that of nearly fifty thousand trains operated during the month by the twentyeight roads, 95.3 per cent maintained their schedules. This topped the April record of 94.3, which was believed to represent a hitherto unequalled performance.

Such service was made possible by enthusiastic individual effort and team work among the railroad men, stimulated by competition among the different roads. For months special attention has been given to the passenger train

performance, with the purpose of making it generally as nearly 100 per cent perfect as possible. Through the Regional Director's office, each line has kept informed of what the others were doing, and a spirited race for supremacy has resulted.

For seventeen larger roads, operating 47,403 trains, the May on time record was 95.4 per cent, compared with 94.6 in April. The eleven smaller roads maintained an average of 95.3 compared with 94.3 in April. Only one of the larger lines fell below 91 per cent. One of the smaller group, the Macon, Dublin & Savannah, accomplished the extraordinary feat of sending every one of its 124 trains through on schedule.

Save First; 'Spend Afterward



Note the Profits

(June, 1919, Price)

No. of W.S.S.	Cost You	Value in 1924	Your Profit
1	84.17	85.00	80.83
2	8.34	10.00	1.66
3	12.51	15.00	2.49
4	16.68	20.00	3.32
5	20.85	25.00	4.15
6	25.02	30.00	4.98
7	29.19	35.00	5.81
8	33.36	40.00	6.64
9	37.53	45.00	7.47
10	41.70	50.00	8.30
11	45.87	55.00	9.13
12	50.04	60.00	9.96
13	54.21	65.00	10.79
14	58.38	70.00	11.62
15	62.55	75.00	12.45
16	66.72	80.00	13.28
17	70.89	85.00	14.11
18	75.06	90.00	14.94
19	79.23	95.00	15.77
20	83.40	100.00	16.60

Buy W.S.S. Now. Hold them till 1924



The man who looks at the bottom of his purse for his savings usually finds no money there.

Trivial expenditures, the small change that he spent without thinking, have eaten up the dollars that he meant to save.

He could have saved the first dollar that he took out of his purse and never missed it in his spending.

This is the Thrifty way of living, and the man who does it consistently is achieving Comfort and Prosperity.

It means the loss of none of his accustomed pleasures, the sacrifice of no necessities.

The small but steady savings are as amazing in their total as they are easy to lay aside.

Buy War Savings Stamps

(They Earn More Than 4% Interest)

Wiser Than She Seemed

"You can't tell a thing by appearances!" exclaimed the head of the department, joining his assistant in the hall on the way to luncheon. "I've just had the shock of my life!"

"How? Well, you know that butterfly secretary of mine, don't you? An efficient worker, but so stylishly dressed and carefully 'groomed,' always, that one wouldn't suspect her of a serious idea outside of the day's duties. I've always thought of her, somehow, as the petted baby of her family, probably glorified by her family for being a 'brave working girl instead of resting easily on pap's income. Well! That pretty bit of feminine thistledown just took away my breath."

"How did she do it," queried the listener. "Get down to brass tacks—and the point."

"Why, we were going over some papers to be filed, and out of the drawer where she'd been keeping them for my O. K. came a clipping about investments for salaried workers."

"Going to invest your financial reserves." I asked her jokingly.

"Yes," she answered, quite seriously, though with a bit of a smile.

"Come to find out, buddy, that dandelion-puff of a girl is saving with a systematic steadiness that put me to shame, I can tell you. She'd been working ten years for all her infantile appearance, and she's saved something every single payday since she began."

She owns stocks and bonds—good stocks, at that—and she's a shark on governmental investments. Has Liberty bonds of every issue, puts anything left over at the end of the week into Thrift Stamps, and buys War Savings Stamps as regularly as she cashes her weekly check.

"I keep just a little money in the bank," she told me, when I pressed for further information, "but I've learned that it's too easy to get it out to be safe for anyone who loves pretty things as much as I do. And I must save, because I'm quite alone in the world and there'd be nobody to take care of me if I got ill or anything. (Mind you! And I'd visualized her as being cared for to the limit.) War Savings Stamps make a splendid investment for salaried workers, and if I really had to realize on them I could do so at exact face value. So—all I can get of them for me."

"It caused me to think, buddy, that little girl's life attitude and philosophy. Her talk was so sane and interesting and clever. And of course her War Savings Stamps ideas are just what they should be, though I'd never thought much about the matter until she broached it. Now, I'm thinking of buying a War Savings Stamp for each of the kids before I go home."

"What do you know about that?" grinned the assistant. "I do the same every Saturday night."

Buy War Savings Stamps

Save First; Buy W. S. S.—Spend Afterwards.

—BUY W. S. S.—

Wouldn't you pay a quarter to buy your child a virtue? Buy a Thrift Stamp today and start him in the ways of intelligent economy.

—BUY W. S. S.—

Don't let careless expenditure make a sieve of your purse. Buy wisely and increase your money holdings by investing in W. S. S.

—BUY W. S. S.—

There are two kinds of dollars—one that is never worth more than a hundred cents, and one that grows in value. When you put your money in War Savings Stamps you change your hundred-cent dollars into the kind that grow.

—BUY W. S. S.—

Give the graduate a good start in life with War Savings Stamps.

—BUY W. S. S.—

"Waste is worse than loss. The time

is coming when every person who lays claim to ability will keep the question of waste before him constantly." (Thomas Edison.) Edison *buys* War Savings Stamps.

—BUY W. S. S.—

Save first; then invest—

For this, War Savings Stamps are best.

—BUY W. S. S.—

Money means work. Don't labor for trivialities. Save your labor and buy Stamps.

—BUY W. S. S.—

Do you want to work for nothing? Then don't throw away the results of your work on trifling expenditures. War Savings Stamps are a solid, growing return.

—BUY W. S. S.—

Money must work to succeed. Put yours to work in War Savings Stamps.

—BUY W. S. S.—

Don't save for a "rainy day." Save, and there will be no "rainy days." Buy W. S. S.

—BUY W. S. S.—

Think in interest—your own interest—save and invest. War Savings Stamps pay 4 per cent interest, compounded quarterly.

—BUY W. S. S.—

Saving is not a dull duty. It is a ticket to the land of prosperity. Buy W. S. S.

—BUY W. S. S.—

The person who doesn't save goes without worth-while things today, and will go without them tomorrow. The person who saves has everything he needs today, and will have still more tomorrow. Buy W. S. S.

—BUY W. S. S.—

Loose quarters may become lost quarters. Thrift Stamps tighten your hold on them.

—BUY W. S. S.—

It is not what you make,
It is not what you spend,
It is what you save
That counts in the end.

—BUY W. S. S.—

Make your money "work or fight."
If it is not fighting for you in the in-

dustrial field, put it to work in War Savings Stamps.

—BUY W. S. S.—

Thrift Stamps are caterpillars. When they have grown to sixteen in number, a few cents metamorphoses them in a big blue butterfly of a War Savings Stamp.

—BUY W. S. S.—

Where do you live? The best place is Easy Street. You get there through Safety Lane. Take the War Savings Stamps Road.

—BUY W. S. S.—

There is not much use in starting on the right road unless you keep on moving. Save regularly and get ahead with your War Savings Stamp fund.

—BUY W. S. S.—

Don't wait to get that large sum for investment. Put all the little bits in Thrift Stamps and War Savings Stamps and you will soon have a large sum invested.

—BUY W. S. S.—

The savage lives within his income. Are you doing any better? Buy W. S. S.

—BUY W. S. S.—

If you can't save the first dollar, you can't save the last. Invest every pay day in W. S. S.

—BUY W. S. S.—

Thrift is progress. Keep on climbing with W. S. S.

—BUY W. S. S.—

It is to your best interest to put your Liberty Bond interest in W. S. S.

—BUY W. S. S.—

It is much more fun to watch your money grow than to watch it go. Buy W. S. S.

—BUY W. S. S.—

To make your future rosy, use W. S. S. paint.

—BUY W. S. S.—

Every time you buy a W. S. S. you drive another rivet into your ship of prosperity.

—BUY W. S. S.—

War Savings Stamps represent the ability to save intelligently and invest wisely.

—BUY W. S. S.—

War Savings Stamps spread happiness to millions—get your share.

—BUY W. S. S.—

"Economy is too late at the bottom of the purse."—*Seneca*. Save first with W. S. S.

—BUY W. S. S.—

Thrift is the yeast that swells pennies to dollars. W. S. S. will prove it.

—BUY W. S. S.—

Get the thrift habit and get out of debt. Thrift Stamps and W. S. S. are first aids.

—BUY W. S. S.—

Cashing in W. S. S. now is like digging up crops before they are ripe.

—BUY W. S. S.—

Someone is saving what you spend foolishly. Who is depositing your dollars? Invest them in W. S. S. and save them yourself.

—BUY W. S. S.—

"By saving nickels and dimes a thrifty person lays the foundation of a fortune."—*James A. Garfield*. Remember, 16 Thrift Stamps, plus a few cents, are exchangeable for a W. S. S.

—BUY W. S. S.—

Disraeli said: "The greatest secret of success in life is to be ready when your opportunity comes." Prepare with W. S. S.





*Mining Industry,
Benton, Ill.*



Benton, Illinois

BENTON, the county seat of Franklin county, is peculiarly fortunate in that it embodies both the elements of the old, staid municipality, and also the push, vim and vigor of the so-called "boom towns." It is one of the oldest localities in the state and for many years jogged along in a slow, easy gait, satisfied to live only for the benefit of "me and my wefe, and my son John and his wife." The spirit of the town changed, however, when Joseph Leiter arrived eighteen years ago and closed in this city all arrangements for the opening of his coal mines at Zeigler. Two years later mines began to be sunk at Benton, and the city was awakened from its Rip Van Winklian slumber and began to take on new life. The growth of the city, since that time has been steady and sure, so steady and sure that its inhabitants feel that what has been done is of the solid, substantial and enduring kind. That Benton is destined to be the largest and most important city in Southern Illinois is conceded by everyone who has any insight into what the future actually has in store for this community. The city now has a population of 12,000 people and houses cannot be erected fast enough to accommodate people who desire to locate here.

The Coal Industry

While one of the youngest industries of Benton and Franklin county, it has now become the most important. The city has five of the 22 coal mines of the county, with prospects of two more. The first one was the Benton Coal Co., then in order, the Hart-Williams Coal Co., W. P. Rend Coal Co., Middle Fork Coal Co., and Franklin County Coal Co. The two first named are now owned and operated by the C. W. & F. Coal Co., one of the largest coal producers in the county. However, the mine with the most glowing possibilities for its owners and the city of Benton is the Middle Fork Mine, sunk five years ago by local capital, and purchased two years

ago by the U. S. Fuel Co. (the fuel end of the U. S. Steel Co.). Since acquiring the mine more than a million dollars has been spent in its improvement and in the building of additional equipment. The first and most important work of the new company was the construction of an immense reservoir. The water covers 200 acres and tributary to this reservoir has an area of 2,500 acres. Water is pumped from this reservoir into the washery plant at the rate of 600 gallons a minute. The reservoir holds 500 million gallons of water and can be increased to 800 million by adding 5 feet to the top of the concrete dam. This washery is another of the noted achievements of the new company. It is built in the main along entirely new plans and is said to be the largest washer plant in the world. The raw coal storage bin has a capacity of 4,000 tons and the main washer building contains 41,280 square feet of floor space. All of these buildings are entirely of fire proof construction, erected of reinforced concrete and covered with sheet steel. The record day's run, with the new plant less than four months in operation, was 46 railroad cars, containing 2,300 tons. Other extensive improvements are contemplated, so why should not Benton expect to profit largely by an industry of such magnitude? The company has just completed sixty modern up-to-date residences within the city limits of Benton to assist in housing its superintendents and men.

Railroads

Benton is served by three of the big railroad systems of the county, the Illinois Central, the Chicago and Eastern Illinois and the Iron Mountain, while the C. B. & Q. comes within a few miles of the city limits on the west. To the Illinois Central, however, belongs the distinction of serving the city's interests first. It was formerly the old St. Louis and Eldorado, built in the early 60's by Hill and Nye. It is the

bone and sinew of the city and has admirably kept pace with the city's growth and improvement, having just completed one of the largest and most handsome freight houses on the system. Just a few years ago a beautiful passenger station was completed, which anticipated

The First Christian Church, with Rev. Samuel Ellwood Fisher, as pastor, has just completed a most beautiful and modern church edifice at a cost of \$65,000, and the Methodist Episcopal, with Dr. L. S. McKown as pastor, and the First Baptist, with Rev. Joseph L.



the growth of Benton by several years, but it was soon necessary to enlarge and remodel it, which was promptly and perfectly done.

Churches

If, as is generally believed, the churches speak volumes for a community, then Benton is fortunate indeed.

Meads as pastor, have plans for churches that will rival the Christian church for beauty of architecture and convenience for service. Work on these two churches will start not long after this article has gone to press. The Catholic church is a large substantial structure, but is a frame building. There

are several other churches of smaller denominations.

Schools

If Benton can boast of one thing over another it is of its school buildings. Necessarily, they are all practically new, having been constructed within the last fourteen years. They consist of the Lincoln, the Douglas, the Webster and the Township High. All are beautiful brick structures. The rapid increase of population keeps the buildings crowded to the limit. Within a year it will be nec-

Central Ry. Next in order comes the First National and then the Mercantile Bank and Trust Co. All have a solid, firm business foundation, the two first named having resources of over \$1,000,000, as shown from their last statement. The Benton State, with Robt. R. Ward, its present head, has plans ready for a beautiful two story building of white marble and granite to be erected upon the site of its present structure. The First National is completing a building that is the pride of the community.



essary to build another graded school, and the Township High School Board is now having plans drawn to more than double the size of the present building which will accommodate about 400 students. It will then be the largest, most handsome and best equipped high school plant in Southern Illinois.

Banks

Of the three banks, the Benton State has the distinction of being the oldest in the county. It was established by the late W. R. Ward and Capt. C. Moore, both early stockholders of the Illinois

Central Ry. It is a six-story, modern, fire-proof building, 70x90 feet. The city of Benton being located in the geographical center of the county, every city and village in the county can be seen from its roof. It is possibly the tallest building in Southern Illinois.

Public Health

Time was when Benton was considered an unhealthful community, nearly all of the older citizens vying with each other in relating their experiences with typhoid fever, but now it is a rare occasion indeed to even hear



of an attack, and whether it is luck, or the excellent sanitary conditions, epidemics have dealt kindly with the city, the death rate in the recent scourge of "flu" being lower than the average community of this size.

Wholesale Houses

The A. D. Jackson Saddlery Co. is the oldest wholesale manufacturer in Benton, if not in Southern Illinois. It was established in 1855, by A. D. Jackson, who came down the Ohio river to Shawnotown from Pennsylvania and then "overland" to Benton. It has always been in the hands of the family, the president now being Chas. A. Jackson. The Stamper-Meyer Wholesale Grocery Co. was established eight years ago. It has branches in West Frankfort, Johnston City and Christopher. The president and local manager is F. H. Stamper.

Hospital

Benton has no hospital, but a movement has been under way for several

months to erect a community hospital, which is to serve as a Memorial to the soldiers who gave up their lives in the present world war just closed. It would have already been under way, but those having the matter in hand feel that they will not be satisfied with anything less than the best and by waiting a short time several interests can be brought to bear to make the plant more complete. A circle drawn around Benton extending 35 miles in every direction would include practically every coal mine in central Southern Illinois, which makes the city an ideal location for a hospital.

Mine Rescue Station

For the same reason that Benton is an ideal location for a hospital carried the state to locate one of the three State Mine Rescue Stations in Benton eight years ago. The other two are located at Springfield and La Salle. It is supplied with a regularly equipped emergency passenger car which can be attached to an engine and run out to a

mine disaster on short notice. The Station is fitted with all kinds of mine disaster fighting equipment and a team of men is kept trained to the point of perfection. A section of the building is built to represent entries of a mine with coal "falls," coal cars, tracks, etc., and is so arranged that it can be filled with sulphur gas in which the men must go through their acts of "rescuing" the unfortunate "dummy" man.

Fraternities

As in most communities the Masonic Lodge is the oldest, but in Benton it also happens to be one of the old ones of the state—No. 64. This lodge has produced two Grand Masters—Judge D. M. Browning and Judge M. C. Crawford, both deceased. It also boasts of being the "lodge home" of Gen. John A. Logan. The outgrowth of this lodge is also W. R. Ward Chapter, 223 Royal Arch Masons, the White Shrine and Eastern Star. The Masons have a beautiful business lot on East Main street upon which the erection of a

three-story Masonic Temple is in contemplation. Possibly the most active lodge is the Knights of Pythias, with a membership of 175. They have beautiful well equipped club rooms which adds greatly to the social side of their organization. The Elks have a strong organization, as well as the several branches of Odd Fellowship. The most active among the fraternal organizations is the Court of Honor.

Flour Mill

Among the industries any community most needs is a flouring mill. This is nicely taken care of by the Benton Peerless Mills, with a capacity of 150 barrels. It is a fine three-story brick, erected upon the Illinois Central right of way, and is the means of bringing many farmers to the city. The flour is sold extensively over Southern Illinois.

Library

A few years ago the city voted to levy the annual Library Tax for the pur-



pose of building a public library. Recently a very desirable lot has been donated by the city, the abandoned "stub" of a street and doubtless before many months there will be erected thereon a modern library.

Recreation and Amusement

Four years ago the crying need of a County Fair was felt, and while our Fair is a County Organization, nevertheless it has much to do with social life of Benton. It was conceived of, organized, built and the first fair held within three months, and ever since has been growing stronger and more popular. Besides the

Col. J. Lindsay Oliver. Major Harry Brown reached the rank of Major. The city had also many captains and lieutenants. But those who remained at home did not shirk. In every call the city went "over the top."

Clubs

The Benton Woman's Club is made up of the amalgamation of several clubs which formerly worked individually but now serve as departments of the parent organization. Mrs. Frederick H. Wykes is the president. It is a very valuable asset to the community, the various departments reaching into all the activities



regular fall gathering a big Fourth of July race meet is always held. It is equipped with pretty modern and convenient building and has the fastest track in all Egypt, and while some of the older Southern Illinois Fairs are withering away the Franklin County Fair grows stronger with each succeeding season.

Our Patriotism

Our city ranked with the best in furnishing soldiers for the world war, both for the draft and as to volunteers. The achievement of our men is the pride and admiration of the state. Two Lieutenant-Colonels were awarded to Benton—Lieut.-Col. Oscar C. Smith and Lieut.-

of the city. It has just been signally honored by having one of its past-presidents, Mrs. William H. Hart, elevated to the Presidency of the State Federation of Woman's Clubs. The Self Culture Class is an independent organization and its object is as its name implies. Its president is Mrs. W. F. Spiller.

City Organization

Benton is under the Commission Form of Government and has as its Mayor, F. L. Skinner. The four commissioners are W. F. Burkett, Barney Cosgrove, W. L. Payne and R. E. Adams. They have just been elected for a term of four years.



*Residences
Benton Ill.*



Business Organization

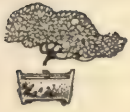
A splendid organization of business men is doing everything possible to build up the business interests. Our stores are continually being improved, modernized and made attractive. As a trading point the city is fast taking its place in the front rank, which is due to a large extent to the fact that our business men are beginning to see the value of clean, judicious and, honest advertising, and the necessity of understanding that the "other fellow" has the same right to expect and receive his share of patronage.

In Conclusion

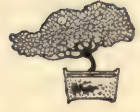
No doubt the reader of this article has already become aware of the fact that Benton is a city of many possibilities. The writer has wondered if some would not think he is drawing too strongly up-

on the "prospective" rather than the "actuality." But, it must be remembered that while Benton is an old town it is new in the industrial activities, and it takes time to build a throbbing, pulsing city where a few years ago the business man didn't have time to leave a game of checkers to wait upon a customer. Benton has only four miles of paved streets, whereas, a city of our age should be virtually covered. But, and here comes some more "prosepective," more is now being constructed, and there is much more to follow. Until two years ago the city had to "mud it," but we now have one of the best systems of concrete walks in the state. There are many openings in Benton for lines of business not now touched upon, but at present business houses as well as residences are at a premium.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Health

They were examining the old Doctor before a committee of learned men, and had asked him to describe the operation for appendicitis. Now the old chap had forgotten many of the technicalities of medical nomenclature, so he answered, "Cut through the Latin names and remove the appendix"—they passed him.

So, in talking over the matter of Health, Sanitation, Cleanliness or any other name by which you may choose to call it, let us "cut through the Latin names" and talk plain language, so that there may be no misunderstanding, no feeling that the other fellow is trying to "put something over" and in that way pave the way towards a reciprocal feeling of good fellowship.

In order to get started right and on a common basis it will be necessary to define Health—that is, it should be defined, but the definition would be so ample, the thought contained so great that it will be better to tell what Health is not, a negative definition, which will be to this effect, Health is the opposite of sickness, is freedom from disease, getting away from sick conditions by the cultivation of healthy habits to the laudable end that we may successfully fight off any illness which may have the hardihood to attack us.

Think what health means to us all—why, its possession is worth more than money, for with it one can make enough money to supply ordinary wants, while the mere possession of money alone, without health, gives the ability to buy some things, but not that one which is

most desired, Health. It means ability to work three hundred and sixty-five days in the year, it means that you can meet your friends and co-workers with a smiling face and a hearty clasp of the hand, it means enough pep to earn that time-and-a-half whenever the opportunity presents, it means that you can meet any man and, looking him square in the face, tell him to go to sleep like you do, eight hours every night, to arise in the morning and eat moderately, drink enough water to keep up a full head of steam without popping and—but why keep on, it means everything that's good and nothing that's bad.

You will say right away, "Yes, that's all very fine for those who have good health, but for us who have not—it only makes us regret." Right there is where we get together and start to reach out for Health and keep on reaching until we get a strangle hold and climb aboard, but you have to know how and there is where the march of progress is going to help you out, for today the movement in the direction of Preventative Medicine is going strong and bids fair to outdistance all competitors before many years.

The Chinese, one of the oldest and wisest of nations, pay their Doctors to keep them well, and when a man falls sick, his Doctor's pay stops right there—until the man is well again; we Americans of today are headed in the same direction for we are tending more and more towards the prevention of disease than towards its cure.

Just as some of you can climb up on the right hand side and make a "Mikado" behave, or with perfect ease take off one-sixty-fourth of an inch of the best steel on a lathe, so the present day tendencies are developing men who know "how" to direct great health campaigns, how to teach you to keep well, how to go along life's pathway hand in hand with Health—and it is just that thing which we are striving to do when we tell you to do this little thing and not to do that little thing.

It is the sum of the little things which makes the great total, and so observance of all these little Health rules makes the great total Health.

Let us start at the bottom and add up and see what kind of picture we can draw in figures—first we start with the individual, who is instructed to observe certain health rules, he in turn imparts his knowledge to his family. These families in turn form the community or small town, which is presided and taught by a health officer, who, in turn, is member of a health board. This health board pays allegiance to a State Health board, which are under the control of a National Health board—and what are all these trained minds doing for your good and mine—we'll tell you, they are all patiently teaching, instructing and aiding the people of their respective communities to guard and protect their Health.

To many of you the little request that you will stop some habit of many years seems foolish, but let us illustrate how wrong can result from failure to observe the smallest ruling. Let us take, for instance, spitting. The sign says "do not spit on the floor" and with prompt forgetfulness, you do so. The spit dries out and turns into dust, flying through the air in the form of fine particles. This dust contains, unknown to you, the germs of some disease, which in turn is inhaled by some chap whose resistance to that particular disease is low—he contracts the disease and becomes an invalid and largely through your failure to observe that little ruling "do not spit on the floor."

This is only one instance, many more might be cited—look back on our recent "flu" epidemic and think how you laughed when they told you not to cough or sneeze without covering your mouth or nose with a handkerchief—yet the other fellow sneezed in your face and you got the "flu" from it and felt righteously indignant that people should so neglect any little health observance.

When the authorities ask you to be careful in some seemingly little thing, rest assured that it is for the best interests of the community in which you are living and don't KICK.

Maybe you will meet with some health officer who will tell you the "why" of some of these orders—the government, state and even private corporations have such men in their employ and they are only too glad to meet with people who want to know the "why" of some of the regulations.

Health is the greatest asset of the man who works, whether he be a brain or brawn worker; with this asset we are able to ply our trade, calling or profession day after day with pleasurable promptitude; without it we are a drag to ourselves and our fellows, so it pays to cultivate the art of "being healthy."

It is one thing to teach and another to learn; to do the latter the mind must first be convinced that it wants what it is being taught and that the result of the teaching will be for its betterment; that is just what the health officer is doing today—he is teaching the art of health, with all the whys and wherefores—he is explaining why it is best to do certain things certain ways and showing what results will follow—it is educated common sense along certain hard and fast lines and should meet with the earnest co-operation of every thinking man.

Millions of workers in these United States lose time each year from lay-offs due to sickness, which sickness could in the majority of cases be prevented by due attention to the laws of health; think what this means in terms of money—why, statisticians have estimated the amount lost every year to

be more than a billion dollars, and this estimate does not take into consideration the loss by the worker who is paying the penalty of infringing on some health law.

Floyd Parsons says that in an investigation in New York City the fact was established that there was more poverty caused by sickness than sickness by poverty—yes, read it over again and remember that it does not cost much to keep clean and healthy, but it costs considerable to regain these qualities once they are lost.

To accomplish all these good things will take some time, but the sooner we start the sooner we shall arrive at our destination, so why not start now.

Another thing, if you think you can leave it all to the authorities you are tremendously and woefully mistaken—the old idea of “letting George do it” is much a thing of the past. Better remember that if you want a thing done, do it yourself and in that way contribute your effort to the general welfare.

A certain boss wanted to keep his shop yards cleaned up, but despite his best efforts and the hiring of two strong men, the place looked worse than ever at the end of two weeks. So he sat himself down and gave the matter serious thought. Then he caused to be placed at convenient spots around the yard cans for the reception of rubbish, then he called his men together and spoke as follows: “Men, I want each and every one of you to help me keep this yard clean, it is a disgrace and an eye-sore the way it is now and I’m going to get you to help me.”

Three weeks later one of the officials, at the end of a visit to the shops, said “Fred, I never saw such a clean yard in my life—how do you keep it so.” “Mr. Blank,” the boss replied, “I don’t do it—we do it, the men and myself.”

This all spells co-operation, good team work, combined individual effort or whatever you have a mind to call it, for after all, it is not the word or phrase that counts, it is the idea contained—we can all keep clean and healthy if we will work together for a common end,

so the next time you are asked by the boss to do some little thing in the line of health, do it and don’t ask questions until you see the health officer, who will give you all the details as to why and wherefore.

Did you ever sit alongside some old engineer and notice him suddenly cock his head to one side and listen. If you have, you have probably seen him shut off at the first opportunity and begin to “shoot trouble.” He does not wait until something serious happens, but, at the first sound of anything wrong, climbs down and fixes it.

Now let us sit, in imagination, beside some physical engineer, in other words, a man who is not feeling just right—what does he do. Nine times out of ten, he’ll say, “it’s all right, I’ll feel better tomorrow,” and let the trouble ferment until he is sick and needs help. Is the mechanical engine any more entitled to instant care and attention than this human engine of ours—and yet we deliberately drift along from day to day, always promising ourselves that we certainly will do something for it tomorrow.

Suppose we take the example of the man with the slight toothache—he makes up his mind to get it cared for the “next day,” but the next day he is called “for an extra west” and can’t attend to the matter. Then his face swells up as big as an orange and he has to lay off. His wife, poor woman, makes him promise that he will see the dentist and he promises—to get rid of annoyance. Three weeks after, we see him climbing on the operating table and having a piece of his jaw cut away and all because of neglect to do as he should have done when the trouble started.

“An ounce of prevention is worth a pound of cure” and right here is where we score for the preventative methods of today in medicine and public health, for if Mr. Man had cleaned and scrubbed his teeth during his younger days, he would never have had his trouble.

So today we are teaching prevention, and the art of keeping well by paying

due and timely attention to the little details; we are already preventing small-pox, diphtheria, malaria, typhus and typhoid and one of the greatest aids we have is that time honored and oldest of remedies, cleanliness.

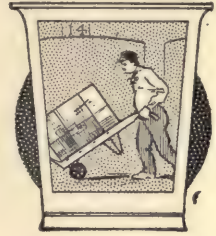
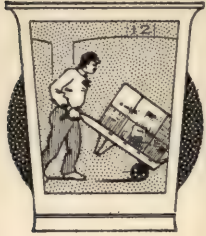
We want your help in carrying on the campaign, YOU—YOU are the one we want—never mind whether the other fellow is going into it, it is YOU we want now, we'll attend to him later on.

Right now is the time to make up your mind to help by your individual effort. Right now is the time to make the start, and rest assured that the results will be certain and that the world will be made cleaner and better and healthier for YOU and especially for those children, who are soon to take your place in the work. In helping yourself you are helping them and can have no vain regrets for your decision.



FREIGHT TRAFFIC

DEPARTMENT



“The Traffic Service Agent”

By W. B. Ryan, Assistant General Freight Agent

“He serves best who serves most.” This, the Rotary Club slogan, could well be adopted by the Traffic Service Agent, and made his own, for in these words is briefly implied that which the Administration so earnestly desires accomplished through this branch of the service.

Comparatively few of our patrons have in their employ men trained in railroad traffic work, the great majority in the past having relied upon the freight and passenger solicitor for aid.

With the discontinuance of off-line agencies and the passing of the Traveling Freight and Passenger Agent patrons felt the lack of personal contact with railroad representatives, some of them being visited but rarely or not at all. The result was that specific inquiries for freight and passenger rates and other information were made to various District Committees, Regional Directors, and even to headquarters at Washington; complaints were also handled in this matter—all of which could have been directed through the proper channel, or handled and settled on the spot by the railroad traveling representatives.

To fill this need, Traffic Service Agents were appointed, the forces being assigned so as to permit regular and systematic visits to shippers, to keep in touch with the problems and requirements of the individual patron, to so-

licit the confidence of the public, to take an interest in the commercial welfare of the shipper and the comfort of the passenger. Among his many and varied duties are the following:

The prompt quotation of freight rates requested by shippers, passengers and agents.

Informing shippers, as they may be interested, as far as practicable, of important changes in rates, classifications, and tariff rules and regulations. Also keeping shippers posted as to regulations of the various Government Departments as may concern the particular kinds of business of the shippers.

Watching the interests of new industries, or new shippers, so as to develop their necessities with a view of having such promptly supplied.

Handling claims for shippers within the customary regulations.

Examining damaged freight at request of the owners (or agents) for the purpose of determining the cause and extent of the damage, and for the prompt disposition of resultant claim.

Tracing delayed local freight and giving passing reports of local freight, and where avoidable causes are ascertained, making suggestions to proper officer of the carrier, and also to shippers and consignees, (where proper to do so), as will tend to improve transportation conditions.

Assisting in securing cars for loading.

Determining the shippers' prospective needs for cars and posting the transportation department accordingly.

Keeping informed as to probable dates of large movements of freight requiring special attention in the way of providing equipment or other facilities therefor.

Supplying shippers with information with respect to embargoes and aiding them in finding open routes that may be available from time to time.

Keeping informed of freight ready to be forwarded into embargoed sections in order that shippers may be notified as soon as an open route can be found.

Keeping posted as to where commodities are produced or where they can be produced and thus bringing buyer and seller together.

Furnishing information and advising shippers of terminal deliveries and routing to facilitate prompt transportation and quick delivery at destination.

Furnishing local agents with needed information with respect to through rates and the routing of traffic; instructing the smaller local agents in the proper application of tariffs, use and interpretation of classifications, rules and regulations provided for their guidance, and otherwise instructing them in all details of their duties.

Checking tariff cases to see that they contain all the tariffs needed or which are required by law to be posted at the station, and taking measures to fill shortages.

Checking records of agents covering over and short freight, and assisting them in disposing of overs and in locating shortages.

Checking the agents' claim records for the purpose of determining if all claims are promptly and properly handled in accordance with general instructions and authority given them for settlement.

Checking up freight warehouses for undelivered freight with view of assisting in disposition thereof.

Otherwise assisting agents whenever the latter's work seems deficient and

where it seems that they do not properly understand same.

Urging shippers to the prompt loading of cars and the securing of maximum loading.

Aiding the Freight Claim Agent in securing settlement of undercharge claims.

Encouraging shippers to make suggestions and receiving their complaints about other than traffic matters and immediately placing the data before the proper official.

In proper seasons, urging shippers and receivers of freight at all points to lay in stocks, with view of avoiding an undue rush and congestion at other periods of the year, thus minimizing the pressure on transportation facilities.

In their rounds, noting instances of poor service not within the Traffic Department's jurisdiction and posting the proper local official in charge.

Watching crop conditions and other large movements with view of posting superior officers as to prospective resulting tonnage in time to make provision therefor.

Studying possibilities of service and where the scope of authority admits, taking action; otherwise making recommendation to superior officers.

Instructing agents and baggagemen as to the proper application of passenger and baggage tariff rules and regulations, and otherwise instructing agents and baggagemen in the details of their duties coming under the jurisdiction of the Traffic Department.

At fixed intervals, checking tariff cases of agents with view of having them include all tariffs applying from that station required by law to be posted.

Supervising the arrangement of tariffs by the agents so that information may be promptly and accurately furnished.

Assisting in procuring special or extra cars when needed.

Keeping the Transportation Department posted about probable requirements for extra cars.

Keeping close watch of special car movements from point to point, and



Homes, Benton Ill..



giving prompt advice of future movements.

Watching carefully the loading of regular line equipment so that when necessary extra equipment may be provided for.

Keeping informed as to dates of probable large movements of passengers requiring extra cars.

Watching carefully to see that patrons are given prompt and courteous treatment by station, train and Pullman employees.

Investigating reports of unsatisfactory service, and initiating investigations of train and station service and facilities where such may appear inadequate, bringing such information to the attention of superior officers.

Inspection and reports of service given the public by employes and news companies operating restaurants in depots and supplying service on trains.

Constant inspection of Pullman and other passenger equipment, with reports of deficiencies to superior officers.

Constant inspection of the condition of waiting rooms and toilets, both for white and colored people, and reporting deficiencies to superior officers.

Keeping hotels and other public places posted as to schedules, sleeping and parlor car service, arrival and departure of trains, equipment, etc.

Keeping in close touch with the daily requirements made on passenger trains with view of seeing that there is sufficient equipment provided; conferring with and actively co-operating with Division Superintendents and depot Superintendents to the end that adequate accommodations may be supplied.

Assisting the Transportation Department in the latter's requirement that ticket and baggage offices at local stations are open a reasonable time before the departure of trains.

Inspection and reports on parcel check rooms and other public facilities in and about railroad stations or operated on railroad property.

Checking bulletin boards in waiting rooms to see that the public notices of

train passings are properly posted.

Aiding Agents and baggagemen in keeping their records, disposing of unclaimed baggage, stowage of baggage in the most economical way for handling and delivery, and testing baggage room scales with view of determining their accuracy.

Checking local agents' ticket stocks and assisting them in keeping the proper stock on hand.

Studying the possibilities of the service in every phase, and making recommendations to superior officers.

Aiding patrons requiring authorized special service of any character, to obtain that service.

Through the hearty co-operation of all branches of the service the work of the Traffic Service Agents has been a great success. Our patrons daily express themselves as pleased with the service and officers have been in closer touch with the situation and with happenings throughout the territory through the Service Agents.

It is humanly impossible to operate a large transportation system without complaint or trouble arising, but the Traffic Service Agent by keeping in such close touch with the public that their first thought is to go to him with their troubles is remedying many grievances. He is concentrating many complaints of the same character, analyzing them and presenting them, together with his knowledge of conditions, to proper officer to handle to a conclusion with the least amount of lost motion.

The guiding thought of these gentlemen of the road, as expressed by one of them, is that portion of Regional Director Winchell's instructions in regard to this important work, reading:

"It is not the intention that any community shall be left without proper source of information and advice as to matters connected with the passenger or freight service to the end that there may be confidence on the part of the public, that their commercial needs are to be adequately met, and to foster the improved relations between the railroads and the public."



TRANSPORTATION DEPARTMENT



“The Sugar Cane Crop”

By F. R. Mays, Superintendent New Orleans Division

A LONG the New Orleans Division in Louisiana is planted annually approximately forty thousand acres of sugar cane, and it occurred to me that a brief outline of the growth, manufacture of the sugar, etc., as well as the handling from the Railroad standpoint would be of interest.

The cane is planted usually in January, February and March, and at this time has reached a height of approximately four feet. Cultivation consumes considerable of the time from March to July, after which the forces get implements, equipment, etc., in readiness for the harvesting season which usually lasts from October 15th, to January 1st. After the first year's planting, we have what is known as “first year stubbins,” second year “second year stubbins,” third year “third year stubbins.” By this I mean that the planting for one year with the proper cultivation makes planting unnecessary for three successive years, after which we have an “off year,” during which corn, hay or peas is planted to build up the land; then follows four additional years of cane growing.

When the cane is properly matured it has reached the height of approximately nine feet. It is stripped of its foliage by hand, the stalks cut off close to the ground by use of large double edged knives, thrown into piles and loaded into wagons by use of small cranes, then hauled to the Railroad for transporting to the mill or refinery.

In order to accommodate this business it is necessary to anticipate the car

requirements of each Refinery, accumulate the equipment, assign crews, and make many minor arrangements in order to quickly transport the cane. In former years, it was necessary to assign five hundred and fifty cars to this service, together with four entire crews; however, by frequent conferences with the cane growers and Refinery people, as well as by promptly moving the equipment both loaded and empty, we have been able to reduce the number of cars assigned to this service from the above mentioned number to two hundred and twenty-five, as well as to reduce the number of crews assigned to this work from four to two.

The cane is loaded from the wagons to the cars which have been previously assigned the Refinery for which the cane is destined. The assignment of the cars between the various Refineries is accomplished by having them boarded before being placed in that service.

For the purpose of outlining the method of handling the cane from the time it is loaded into the cars until it becomes “No. 1 Standard granulated,” I will give a summary of the process followed by the Leon Godchaux Company, which is one of the largest and most progressive concerns engaged in this business. Their plant was recently rebuilt throughout on account of a fire.

The Refinery of the Godchaux Company is located at Reserve, La., thirty-four miles north of New Orleans, and in addition to the business that we handle for them, they have a Railroad system of their own which covers their

plantation composed of several thousand acres in the vicinity of Reserve.

Their present method of unloading the cars requires that fourteen chains be laid in the bottom of each car with the ends overhanging each side of the car a short distance. Upon reaching Reserve the cars are switched to the rear of the plant, the ends of the chains are fastened to rods protruding from a conveyor which operates at right angles to the side of the cars on an incline to a height of about ten feet, where the cane is dumped onto a conveyor running parallel with track on which the cars are standing and which leads directly into the mill.

It might be well to add that the Godchaux people will, before the next Season, install a more modern system of unloading which will considerably expedite the handling, and, in addition to this, will eliminate the racking of cars assigned to them, which is done by placing three one by twelve boards on each side and both ends of the cars, properly reinforced with two by four material.

The conveyor leading into the mill feeds the cane into an extremely large crusher, after which it passes through three sets of rollers. The juice flows from the crusher and rollers into a tank immediately under them to which is added a certain amount of water for saturation purposes. As a guide for the amount of saturation given the juice an elaborate and expensive mechanical device known as a "Venturi-meter" is used.

From this tank or vat the juice passes into automatic weighing tanks, while the fiber or crushed cane, which is commonly called "be-gasse," passes onto a conveyor which carries it to the power plant where it is used as fuel, and for which it is highly valued. As an illustration of this will say that during the grinding season it is necessary to use only two hundred barrels of fuel oil for a twenty-four hour run, whereas after the grinding season which lasts from seventy-five to ninety days, the opera-

tion of the plant consumes five hundred and fifty barrels of fuel oil.

From the scale tanks the juice passes to the lime station where it undergoes a purifying process, then to the heaters where the boiling of the juice begins, thence to the settling tanks where the impurities are removed. After which it is passed through the "bag filter" which removes the remaining impurities. The sediment or impurities thus removed is used for fertilizing the land.

From the filter it is transferred to what is known as the "effects" where it receives a further chemical treatment. Next it is moved to the "filling tanks" from which the juice, which has now been thoroughly cleansed, goes to the "vacuum pans" where the cooking or boiling takes place. There are four of these pans arranged in line; each of them is equipped with a valve, and at frequent intervals the man in charge takes from this valve several drops of the cooking juice which he examines under a magnifying glass, and when the juice has reached the proper stage of what could be termed "granulation," it is dropped to the next floor into the "mixer" which has revolving paddles in it. From there it is conveyed to the "Centrifugal" which is a "hamper" shaped receptacle on the outer edges of which are copper wires that separate the juice from the granules. These centrifugals revolve at a very high rate of speed and while the cooked juice is in them it is treated with bluing water for the purpose of bleaching.

The grains pass from the centrifugals to what is called a "screw," being a worm conveyor, and the juice separated from the sugar passes again through a double cooking process, and for the second time through the separating machine. In this way all of the sugar is removed from it. It then becomes what is known as, "black strap," or very poor grade of molasses, and is conveyed to tanks from which it is transferred to Railroad tanks and sold to manufacturers of sweet feed for cattle.

By means of the screw the sugar is moved to the top or fourth floor where

it passes into the granulator, cylindrical in shape about eight feet in diameter and twenty feet long. A screened end of this granulator is equipped with heater pipes which dries the sugar out, and a large bar is so arranged on top of it that in revolving the bar rises and falls on the top of the granulator, the vibration jarring the damp sugar from the sides preventing it from caking.

On the third floor immediately under this granulator is another similarly arranged in which the sugar goes through a further drying process, thence to the second floor where the third granulator, also a separator and the final machine, which turns out the finished product. The separator in this machine removes all of the hard substances, large lumps, etc., and passes the sugar into a chute to the first floor. This chute is subdivided before reaching the ground floor so as to convey the sugar over two automatic scales. On one the sugar is turned into barrels each containing from three hundred and fifty to three hundred and sixty pounds. On the other twenty-five and one hundred pound bags are filled.

There are several wooden racks covered with sheet iron which set up off the floor about twelve inches, and on these the barrels and sacks are stacked. Two ton automatic electric trucks are run under these racks lifting them from the floor and transporting them to the center of the cars into which the sugar is loaded for shipment to various parts of the country.

Again the Railroad plays its part by having a sufficient number of "A" cars, those in first-class physical condition placed for this loading. The walls and floors are carefully papered, and the sugar neatly stacked. After the doors are closed, the edges are covered with tar paper for the proper protection of the lading.

In addition to the grinding and refining of Louisiana cane the Godchaux

Company receives a large quantity of "Cuban Raws" or unrefined sugar, which goes through several cooking and clarifying processes, and is converted into sugar, the grade of which is not ordinarily as high as that made from Louisiana cane.

During the grinding season this one factory or refinery grinds twenty-one hundred tons of cane each twenty-four hours. They give employment to between four and five hundred men and operate the year round with the exception of short periods during which they close down for repairs or improvements. In order to care for their loading it is necessary to furnish ten to twelve cars per day.

Five to eight tons of cane is used in the planting of an acre once in four years as previously described. One hundred and forty to one hundred and fifty pounds of sugar is manufactured from each ton of cane. The average yield of cane per acre runs from twenty-five to thirty tons, but the season just finished was an exceptionally good one and the yield ran from thirty to forty tons to the acre.

In addition to the Godchaux Refinery there are nine others, the two principal ones being located at Belle Helene and Dolsen.

In the season just closed we handled three thousand eight hundred and eighty-one cars of cane, which is six to eight hundred cars in excess of our record for former years.

The alluvial soil of Louisiana containing deposits of mud, sand and gravel, together with the warm climate makes it ideal for the growth of sugar cane, and although not on a large scale its planting has been extended several miles into southern Mississippi. There are practically no insects that attack the cane crop, and owing to the rainfall sufficient moisture is secured for its growth without the necessity of irrigation.

Necessity for Economy and Suggestions for Securing it

By V. V. Boatner, Superintendent Memphis Division

EARLY in 1916 business conditions throughout the country took on such activity that the volume of tonnage offered the railroads for movement reached new altitudes. It taxed all of the lines to their capacity, and some beyond.

Upon the entry of this country into the world conflict, in April, 1917, the railroads, already carrying an unprecedented traffic, were called upon to perform much additional service and carry greater burdens. Not only was the traffic movement materially increased, but the nature of the service was much changed. Demand for the movement of all commodities was great, necessitating preferred orders to expedite the movement of certain character of materials necessary for military operations. The mobilization of troops at the various cantonments and thence to ports required much of the transportation facilities; the whole taking on a movement of such gigantic proportions that it was necessary to restrict the movement of many commodities. As a natural corollary, to produce service so essential for military operations and the public welfare the cost was not considered, or at best was a secondary consideration. It became necessary to make large increases in all of the wage schedule; the cost of materials and supplies were doubled, and in many cases trebled. In addition to the advance in wages many concessions were made in the hours of service performed by the different employes, punitive overtime after a certain stipulated period being awarded to many classes and crafts.

So long as the heavy volume of business was available for movement, at an increased rate, which had become necessary, the railroads were able, in most instances, to make ends meet.

After the conclusion of hostilities

and return to peace conditions the tonnage offered began to materially decline, and since the first of January has continued steadily to show a decrease, until the volume moving at this time is only about 60 per cent of what was moving throughout the country at the same period one year ago. Few of the railroads are making the standard return. Where this return is not made, it becomes necessary, of course, for the government to compensate the railroads from other sources, which, it is estimated, will amount to several hundred millions of dollars during the current fiscal year.

With such conditions prevailing it necessarily follows that curtailment in expenditures, where practicable, is not only demanded, but is the wisest course to pursue. Many avenues of economy are open incident to the extravagant practices the railroads had fallen into on account of conditions referred to above, and it now becomes necessary to eliminate these practices of an uneconomical nature, as far as is consistent with reasonable service to the public.

Analyzing some of the features where such economy can be effected we find that much can be done in train operation. Starting from the initial terminal, with operating conditions so much more favorable, the item of initial terminal detention should hardly be an expense worthy of consideration under the circumstances now existing. The same applies to final terminal detention expense. Few terminals are handling a sufficient volume of business, are so crowded, and have inexperienced employes to the extent that they will be prevented from eliminating this item of expense, if the proper methods are applied.

The greatest load practicable should be carried by each train moving over

the operating district. By close co-operation on the part of the dispatching and yard organizations and effective and careful supervision by the immediate operating officer much can be done in the way of train loads over what has existed. This is particularly true where fluctuations in traffic arise, making it necessary for power to be transferred from one terminal to another in order to protect loading and avoid serious delay.

By individualizing on certain classes of service much road overtime can be eliminated. The question of train movement, in all of its phases, is one offering the most opportunity for economy, and is worthy of the attention of the entire organization. The moving of equipment so that the least amount of empty mileage will result, and obtaining the proper service out of the cars that are moving, is a subject worthy of the attention of the entire dispatching, road, and yard organizations, closely co-ordinated under the direction of the trainmaster.

Terminal and yard operations by rearrangement of the work, combining service, the elimination of Sunday work, and running trains into yards or

terminals at a time when they can best be handled with minimum yard engine service, offers a considerable field for economy, by close supervision and study.

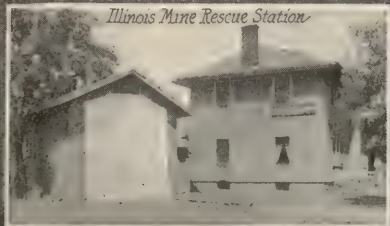
An item of no little importance, incident to new conditions that have arisen, is that of station service, employees in which are on an overtime basis after certain hours, and unless a definite plan is followed, in organizing practically every station, and working it out to where the service can be made satisfactorily, without at the same time exacting long hours, much expense will result. The same will apply to other departments, where under the old regime a longer work day obtained.

It is not expected, of course, that as much service will be rendered in eight hours as in ten or eleven hours, but it has been found, in many instances, upon investigation, that employees heretofore working ten and eleven hours, could perform the same function to which they were assigned by working only eight hours. This is particularly true of pumpers, round-house men, car cleaners, and employees whose work is of similar character.

Coal Mining, Benton Ill.



Illinois Mine Rescue Station



who heretofore consumed all day or all night performing a certain service.

These features, properly analyzed and co-ordinated, will result in much economy, and if not followed out will result in an expense that is not justifiable.

It is not the intention to reduce the number of employes, where it is possible to avoid it. It is the intention, however, to eliminate unnecessary long hours and duplication of service, thus precluding punitive overtime, and other expensive features entering into the operation of larger stations, mechanical plants, and places where many employes are involved.

Motor cars have been furnished to track men, and it should be possible for the gangs to be on their work within a few minutes after reporting for duty, devoting practically the entire eight hours to effective work.

On account of the shorter day it is reasonable to conclude that a fair amount of additional efficiency can be expected from these employes, or, in other words, the same number of man hours would not be required to per-

form the same service that was necessary in the longer day. This would also obtain throughout the mechanical department, as well as where clerical force is involved.

Road supervisors should calculate and compare the number of man hours used and results obtained. So should each agent, mechanical foreman and others supervising men on an hourly basis. Intelligently pursuing this course to a conclusion economy in operation could be effected that would be far-reaching.

Another item in which many employes can assist in economizing is that of use of materials. One seldom walks far along the track, particularly in yards, without encountering spikes, nuts, and bolts, corroding in the weather, and in many cases an entire loss. The same will apply in connection with materials used by almost every class of employee. Considering the cost of such articles today it is of more importance than ever before, that in the handling of materials of every character, greatest care and judgment possible should be had in their use.



Residential Section

Benton Ill.



Extension of Nonconnah Yard

By E. O. Hebert, Resident Engineer.

NONCONNAH Yard is located about six miles south of the passenger station in Memphis and on the south side of Nonconnah Creek from which it received its name. It lies between the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad and has a total length of nearly three miles. This location for freight terminal outside of Memphis was decided on in 1903 in order to relieve the crowded condition of the freight yards in the city. The work of construction was commenced in 1903 and completed in 1904, and put in operation in 1904. Since that time several extensions to the yard have been made as the increase in traffic demanded.

One of the principal extensions was constructed in 1913 when the Illinois Central began to route its through freight trains over the low grade freight line of the Yazoo & Mississippi Valley Railroad via Jackson, Gwin and Lambert. This rerouting of the freight trains with its resultant additional traffic made the extension necessary.

In the year 1917 another large increase in the volume of freight traffic caused by war conditions made it necessary to make further extensions to this yard and the following plans for its extension were decided upon:

Extension of "B" Yard

Six additional tracks having a capacity of about 100 cars each and a total length of 4.9 miles were to be added. The grading for these tracks required 144,000 cubic yards of material. The Horn Lake subway was to

be extended to carry six additional tracks and the culverts under the present yard to be extended with concrete pipe.

Extension of "C" and "D" Yards

Twelve tracks in the "C" yard and nine tracks in the "D" yard were to be extended toward the west about one thousand feet each. As the location of the north bound main line of the Y. & M. V. prevented this extension it became necessary to change the main line to allow for the extension of the yard. The total mileage of the new tracks in yards "C" and "D" approximated 8.3 miles. Grading required, 228,567 cubic yards. It was also necessary to construct 640 feet of standard ballast deck trestle and to lay 558 lineal feet of concrete pipe for extension of culverts. The additional right of way required for the yard extension and the change in the main line of the Y. & M. V. contains 25.5 acres. 85 lb. rail, with No. 8 Conley frogs, was used in all ladder and lead tracks. The maximum grade on the lead is .8 per cent and this is compensated for curvature.

Construction

The contract for the grading was awarded to M. J. Roach & Company of Memphis on June 6, 1918, and work was commenced both in the "B" Yard and the "C" and "D" yard extensions on June 18, 1918. Grading in the "B" yard was completed November 1, 1918, and in the "C" and "D" yard in May of this year. The material was taken from a borrow pit located on the Mallory property near East Junction and



The work shown in this photograph is grading for leads to C and D yards, in connection with extension of yard. The grading shown on the left of photograph is for inbound passenger lead. At the left and top is outbound freight and passenger lead. To the right is shown inbound freight lead. Both leads cross the present south bound main line as shown in center of photograph. Fills were made with 6 and 12 yard dump cars, which were dumped from temporary trestle. Material was excavated with steam shovel, on line to the south. Track shown is permanent track laid by contractor. The railroad having furnished track material.

from another borrow pit on the right of way of the north bound main line of the Y. & M. V. Railroad near Ensley Station. It was loaded with steam shovel and hauled on six and twelve yard dump cars. The material was hauled over main line tracks and necessitated the use of a pilot furnished by the transportation department of the Railroad Company. This position was very satisfactorily filled by Jack Carter, who has been employed in the Nonconnah yard ever since it was first constructed.

The track laying in the "B" yard extension was commenced in September, 1918, and completed in January, 1919, excepting that portion located over the Horn Lake Subway, the extension of which was delayed by reason of the failure of the Railroad Company and the County Commissioners to agree upon the type of subway to be constructed. The grading on the "C" and "D" yard was not completed until May of this year owing to the great difficulty that the contractor had in securing sufficient labor due to the demand for labor by the large ammunition plants and other war industries.

The progress of the work and the details of construction are illustrated by accompanying photographs.





1. The work shown in this photograph is grading for lead to Nonconnah Yard, in connection with extension of yard.

Steam shovel shown, is in a 28 ft. cut—cut to be for two tracks 14 ft. centers.

Material taken from cut used to make the fill on the line to the north. Short fill shown in picture made with number 2 wheel scrapers from cut just below fill in picture. Fill will be finished with material from the steam shovel. Culvert shown is 48-inch concrete pipe.

Track shown is permanent track laid by contractor, railroad company furnishing the track material.

2. Contractor's equipment.

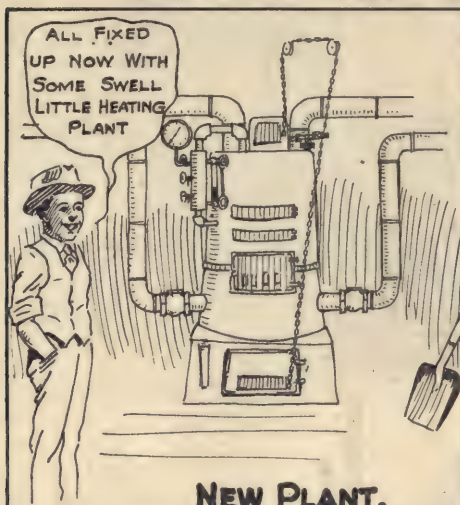
3. Grading with wheel scrapers for body trucks of C and D yard extension.

4. Back water from the Mississippi River. Elevation of yard is above all high water records.

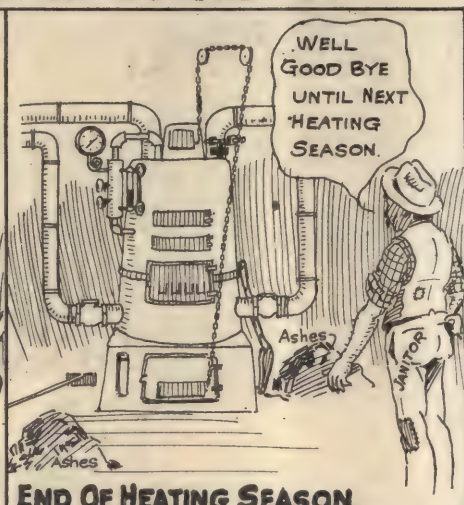
5. Slope in cut on inbound lead to C and D yard.

6. Steam shovel and crew.

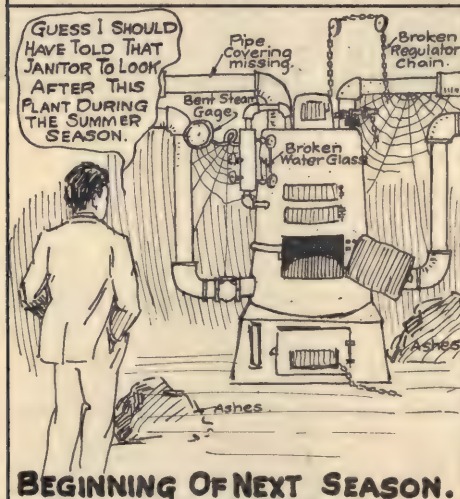
WHAT HAPPENS TO A HEATING PLANT WHEN LEFT TO TAKE CARE OF ITSELF.



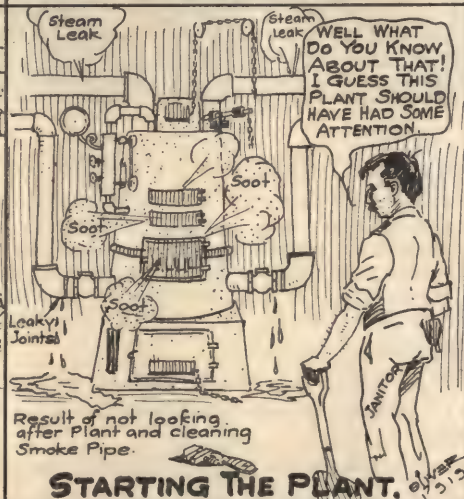
NEW PLANT.



END OF HEATING SEASON.

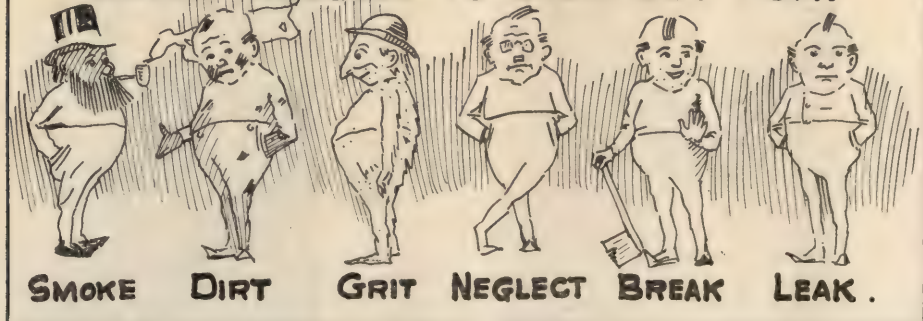


BEGINNING OF NEXT SEASON.

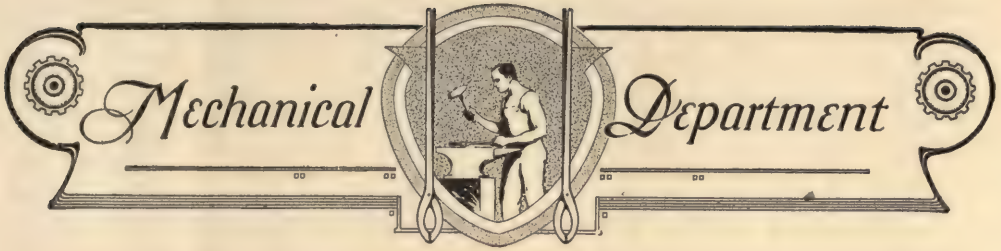


STARTING THE PLANT.

BOILER TROUBLES TO LOOK OUT FOR.



SMOKE DIRT GRIT NEGLECT BREAK LEAK.



Dirt in Coal

By L. J. Joffray, General Fuel Inspector, Illinois Central Railroad

THE ash content in coal varies widely in different localities and frequently there is considerable variation in the same locality under different conditions of mining and preparation. The normal amount of ash may be considered as that found in the face sample of the seam proper; the excess ash is that which is added to the coal from the roof or bottom in the process of mining and which is not eliminated before the coal leaves the mine.

Lump coal made over an inch and a quarter ($1\frac{1}{4}$ inch) screen usually shows the normal per cent of ash, while the inch and a quarter ($1\frac{1}{4}$ inch) screenings in most cases show one and one-half times the percentage of ash contained in the lump. This is due to various causes, namely, where mining machines are used they occasionally drive the cutting bar into the fireclay bottom, either by failure to properly set the machine, which is gross neglect on the part of the machine operator, or by cutting bar striking an uneven area of bottom clay under the coal seam, which is unavoidable.

Another factor enters here. The bottom bench of a coal seam frequently contains a greater proportion of ash than the upper benches, and undercutting in this bottom bench is one cause of increased ash in the screenings. These undercuttings from a 6-foot seam amount to about 7 per cent. Where the coal seam lays under a shale covering or roof, it frequently occurs that a portion of this cover comes down and mixes

in with the coal, as a result of heavy blasting and scaling off due to air striking it. This shaley substance easily slacks and finds its way into the screenings.

The ash content in screenings can be reduced nearly to that of the screened lump by the use of a jig gravity washer, with an ample water supply and a convenient place to deposit the refuse. However the washing of screenings has been considered too expensive while the price of all coal was low, but since prices have gone 60 per cent and more higher and will probably remain so, it may be well, and at the same time profitable, to eliminate the excess ash by washing in the vicinity of the mines, thereby saving the use of cars for and the long haul on inert material to points where coal is finally consumed, the cost of which would be about six mills per ton mile.

The following table showing ash and B. T. U. content of coal from a bituminous mine in the central west district illustrates how the ash content of screenings can be reduced by washing:

Coal from One Mine in Central West—

Dry or Unwashed Ash	B. t. u.
Screenings	22.61% 8,895
Washed Screenings..	14.05% 10,085
Lump	12.39% 10,499

The excess ash in mine run and prepared sizes, made over an inch and a quarter screen, consists chiefly of blue band, sulphur band, sulphur boulders, or lenses from the vein; and from the roof, slate, shale and rock which frequently comes down with the coal as

a result of improper blasting or lack of proper timber to support the roof. This foreign matter can easily be removed by hand by the miner at the working face when loading into mine cars, or by having men or boys working on picking tables or belts while the coal is passing to the railroad car.

The performance of this work can be looked after by a regularly assigned fuel inspector. He often finds the mine manager or superintendent letting his miners become lax in cleaning coal at the face and using too much powder for blasting, or the dock boss and slate pickers on the tippie becoming dilatory in their work, the result being increased ash. A protest to the proper mine official by the inspector usually brings about a correction; again in other cases rejection of the coal will bring about results.

We are using a system of close inspection with suggestions to the mine superintendents on the ground while the coal is being loaded. As a result of this effort the impurities removable by hand picking and based on actual carload tests have been reduced from an average of 2.763 per cent in the year 1911 to an average of 1.535 per cent in the year 1917, or a net reduction of 1.198 per cent which applied to a consumption of 4,000,000 tons of coal used annually represents 47,920 tons less ash, requiring the use of 958 fifty-ton cars to move same. The transportation cost of moving this excess ash an average distance of 266 miles, based on an "out of pocket" cost of five miles per net ton mile, equals \$63,733.60 per annum. This, however, is but the lesser saving.

Taking the established estimate of increase in efficiency due to reduction in ash of $1\frac{1}{2}$ per cent for each reduction of 1 per cent, the saving from this source, i. e., increased evaporative efficiency, with coal at a delivered price of \$3.68 per ton equals \$264,518.40, or a total saving of \$328,252.00 per annum. What the measure of the economies following from reduced engine failures and reduction in enginehouse expense

amount to are difficult to computation.

The total bituminous coal mined in the United States last year in round numbers approximates 585,883,000 tons, of which the railroads of this country consumed about 30 per cent, or 175,764,900 tons, and assuming that if 1.198 per cent of the excess dirt or ash had been removed at the mines, it would have reflected a saving of 42,193 cars, and the consequent expensive burden entailed by transporting and handling this "fuel parasite" through the regular channels to the refuse piles at some terminal points.

The Bureau of Mines has received repeated cases of complaint from coal consumers generally during the past year wherein the ash content in coal that normally runs 6 to 8 per cent has increased to 12 and as high as 18 per cent; now, if we assume 5 per cent to be a fair average of the increase in ash, it would mean 585,883 carloads of burden to be handled on the entire output for last year.

The higher per cent of impurities, especially sulphur in the form of iron pyrites, in coals running high in volatile matter, is a dangerous element in storing mine run or screenings, as these coals often ignite spontaneously when sufficient moisture is available to cause oxidation of the sulphur. This causes a rise of temperature sufficient to ignite the smaller particles of coal, which when properly mixed will start the whole pile burning. However, I have never experienced this same effect where screened lump coal, free of all slack, was stored.

Elements of Ash

The effective combustion of coal depends largely on the nature and per cent of impurities it contains, especially so if the ash has a tendency to clinker, which is dependent on the percentage of silica, iron and lime in their composition. The following tables give analyses of coal and ash used in ten burning tests from ten different mines in Illinois and Indiana:

TABLE No. 1—

ANALYSES OF COALS							
Test Number	Moisture per cent	Volatile Matter per cent	Fixed Carbon per cent	Ash per cent	Sulphur per cent	B. T. U.	Clinker?
1	3.37	31.31	55.19	9.63	.64	12,325	No
2	6.02	30.00	53.50	10.30	1.30	12,136	No
3	4.61	31.35	54.05	10.00	1.19	12,368	No
4	2.92	33.10	51.25	12.73	2.96	12,389	Yes
5	4.99	39.22	43.99	11.80	4.43	11,768	Slightly
6	3.41	37.12	45.62	13.85	4.02	11,842	Yes
7	5.13	37.70	44.31	12.80	4.52	11,693	Yes
8	2.86	36.04	43.14	17.96	4.58	11,124	Yes
9	8.49	34.87	48.16	8.48	1.47	12,251	No
10	4.68	38.59	44.24	12.49	4.50	11,921	Yes

TABLE No. 2—

ANALYSES OF ASH							
Test Number	Sulphur (S) per cent	Silica Oxide (SiO ₂) per cent	Iron Oxide (Fe ₂ O ₃) per cent	Aluminum Oxide (Al ₂ O ₃) per cent	Calcium Oxide (Lime) (CaO) per cent	Magnesium Oxide (MgO) per cent	Color of Ash
1	.64	59.0	3.1	31.0	5.6	1.3	White
2	1.30	55.2	8.3	26.6	7.3	1.3	White
3	1.19	56.1	8.1	27.2	5.4	.9	Light Gray
4	2.96	45.4	25.3	16.9	11.6	.8	Reddish Gray
5	4.43	49.1	32.2	13.5	4.5	1.4	Reddish Gray
6	4.02	35.1	22.4	10.2	30.8	1.5	Reddish Gray
7	4.52	43.3	24.1	9.0	19.9	1.2	Reddish Gray
8	4.58	44.8	20.3	18.6	16.4	1.5	Reddish Gray
9	1.47	45.8	20.2	28.3	5.4	0.0	White
10	4.50	27.1	52.3	14.1	4.4	1.2	Dark Gray
Fusing Tem.	239	3227	2840	3416	3452	3882	

Table No. 1 gives the usual proximate analysis of the coals. Table No. 2 gives analyses of the ash. By referring to the column showing the clinkering and non-clinkering coals and then making a review of the ash table, we observe that the coals with non-clinkering ash are low in both sulphur and lime. In burning they did not clinker in a dazzling white fire of an approximate temperature of 2,900 degrees F., while the ash in the clinkering coals fused at a fire-box temperature of approximately 2,200 degrees F., which indicates clearly that when the sulphur and lime content exist in high proportion to the silica, iron and aluminum oxides, such is the direct cause of the ash fusing at the lower temperature.

The bottom line of table No. 2 shows the fusing point of the sulphur and the different oxides. From this it will be seen that by taking each element separately the fusing point is at a higher temperature than is usually obtained in the furnace of a boiler. However, by

combining these elements in proper proportion with the sulphur, fusion at a much lower temperature will take place.

The conditions of these ten experiments as to draught, etc., was identical in each case. However, I have since observed that either one of the coals containing the clinkering ash will give better results both as to combustion and reduction of slag in the ash by increasing the draught, which increases the flow of air through the fire bed and has a tendency to keep the temperature of the fire below the fusing point of the ash. Hence it is always good policy to assign the clinkering coals to a lower class of service, as switch engine, local freight, and other light runs. However, when considering the possibility of burning the low grade clinkering coals to profitable advantage, such should not be construed so as to minimize the responsibility of those who are assigned the duty of eliminating all impurities possible when the coal is being prepared at the mines.

Fitting Up Driving Boxes, Shoes and Wedges to Prevent Broken Flanges

By S. R. Mauldin, Master Mechanic, Water Valley, Miss.

ON the first thought this subject may seem a very simple matter and easy of execution to the average mechanic, but if any mechanic, who is thoroughly familiar with the construction of a locomotive, particularly in the fitting up of the various parts, assembling and erecting, will take the time to carefully examine the shoes and wedges on locomotives which are being turned out of the repair shops after receiving general or thorough repairs, he will find in many cases where shoes and wedges are not square one with the other, which causes an unequal strain when driving boxes are forced against them laterally.

Again not enough attention is given to the fitting of the shoe and wedge to the pedestal to positively know that each have a good bearing on face of pedestal and also that flanges do not bind on sides of pedestal and not too large but just a neat slip fit.

Main frames should be carefully measured and checked over when a locomotive is receiving heavy repairs to know that they are parallel and square in relation one to the other, and that the cross braces, particularly the lower ones, are neatly fit and securely bolted. Assuming that the locomotive has been in service for some years and the pedestals have become worn on the sides (more on outside as a rule) care must be used in fitting the shoes and wedges to them; also in truing up pedestal faces to have them true with sides of main frames, using square against straight edge which reaches across both shoe and wedge pedestals. Never permit the practice of squaring a pedestal face by squaring from side of one pedestal only. Of course, if shop is important enough to have a machine for this purpose the operation is simple, but, care should be used to

know that the tool will cut square with outside face of main frame.

After shoes and wedges have been machined all but the faces and have been placed in position on the frames and clamped, before proceeding to lay them off for the machining of the faces it will be good practice to try a three-foot straight edge against the outside of them, for there will possibly be some that are not true and can be remedied before laying off.

After being machined on the faces they should be again placed in position on the frames and securely clamped the wedge about one inch from pedestal binder, then gauge to know if faces are square and correct space between them for driving box.

If in this case new driving boxes are being applied and they have been accurately machined, the lateral bearing of the boxes will be the same on all shoe and wedge flanges, but if second hand driving boxes are to be used attention should be given the outside flanges, truing up if necessary. It is the practice in some shops to only true up the driving boxes when shoe and wedge face fit when machining old or second hand boxes.

The flanges on many shoes and wedges are cracked when putting them in place after locomotive has been wheeled for the reason that pedestal at bottom does not wear on sides and shoe or wedge has been fit to upper portion only. It is good practice in fitting them up to enter on pedestal at bottom and slide up.

There has been a tendency the last few years to increase the thickness of shoe and wedge flanges, which in a measure has prevented the breakage of flanges; also material other than cast iron has been used to make them, but unless proper attention is given to fit-

ting them up the reduction in broken flanges will not be reduced to what it should be.

Some years ago it was the practice in a locomotive repair shop, after fitting up and machining shoes and wedges to put the driving boxes in position and put the binders in place in order to determine positively that the box flanges bore evenly against shoe and wedge flanges and faces; also to see if wedge when adjusted had proper clearance from binder. Now this practice is not advocated in its entirety, but if one locomotive in a shop (when broken flanges were frequently the case) was fitted up in this manner and employes who were handling this kind of repairs would carefully note the advantage to be gained, that they would profit by the knowledge gained.

Another point that must not be passed up too lightly by the repair men is that when renewing a shoe or wedge on light or running repairs care should be used to be sure that the new one measures up accurately with one removed, unless allowing for liners in old one, and then be sure as to correct taper.

It is generally understood by all good mechanics that shoes and wedges must be accurately layed off as to rod lengths, etc., but believe the practice referred to in this article has been lost sight of to a great extent. A visit to some of the locomotive repair shops

where a large force is worked and a large number of locomotives are turned out each month will be convincing when you note the difficulty experienced in getting shoes and wedges in place; also after the locomotive is resting on spring rigging and all pedestal binders in place that the driving boxes do not fit up against shoe and wedge flanges squarely and have an even bearing, this last condition being responsible for broken shoe and wedge flanges and may be hot bearings.

When setting driving boxes on boring mill to bore journal fit care is exercised to know that the bore is true with hub face of the box. But if box flanges do not fit up squarely and evenly against shoe and wedge flanges you have a condition very similar to a box being bored out not true with hub face.

This subject is not a new one by any means, but is one that may suffer for lack of proper attention, particularly in these days when we have been short of good mechanics and have entrusted this important work to less skilled employes.

A good shoe and wedge mechanic is essential in any shop which makes general repairs to locomotives, if the locomotive is to remain in service and not have to be constantly renewing shoes and wedges on account of broken flanges.

Nothing new—just a reminder.

Appointments and Promotions

Effective June 1, 1919, Mr. E. N. Vane is appointed Train Master of the Indiana Division, with headquarters at Mattoon, Illinois, vice Mr. P. E. Odell, resigned.

Effective April 21, 1919, Mr. Charles

E. Feirich is appointed District Attorney, with headquarters at Carbondale, Illinois, for the district lately in charge of Judge W. W. Barr, now deceased. The local attorneys in that district will report to him.



*Approaching
road crossing
at
high speed*



Didn't STOP to LOOK and LISTEN



The inevitable result

Safety First

MR. C. M. ANDERSON, Regional Supervisor of Safety, Southern Region, United States Railroad Administration, accompanied by the Chairman, General Safety Committee, made an extended trip over Illinois Central and Yazoo and Mississippi Valley Railroads during May, attending the divisional Safety meetings, New Orleans Terminal, Louisiana, Mississippi, Tennessee, Kentucky and St. Louis Divisions, and the New Orleans and Vicksburg Divisions on Y. & M. V., also several local committees.

Inspected yards, shops and facilities in general, speaking to employes of shops assembled at Harahan, Government Yard, McComb, Vicksburg and Paducah, giving out valuable hints on Safety and to Division meetings as to duties of committeemen to the cause, explaining that the United States Railroad Administration was squarely behind the movement, and so much interested that they expected results that never had been obtained before. Mr. Anderson is so convincing in his arguments saying "there is no middle ground; employes are either for Safety or against Safety."

The trip consumed two weeks, and the gentleman paid the Division Superintendents several compliments on cleanliness and general good appearances of their Divisions and their manner of conducting meetings, also to the large percentage of passenger trains on time.

From "Harry, Hop the Train"

NEVER cross the tracks by night or by day,
Without stopping to listen and look each
way.

Never walk along the railroad ties —
You can't always trust your ears and eyes.

Never hop a freight, for nothing quite heals
The wound received under grinding wheels.

Never, on a hot or sunny day,
Sit beneath box cars to rest or play.

Never crawl under a car of freight
When the crossing's blocked—play safe and wait.

Never board, or alight from, a train that is moving,
Accidents, daily, its dangers are proving.

Never play games 'round the tracks at the sta-
tion—

There are much safer places to seek recreation.



Passenger Department

Little Talks with the Rambler

Notes of Interest to the Service



The Rival Brook

THE Rambler and Tyro were of markedly different mental characteristics and temperaments, and yet they had some little traits in common. The Rambler, for instance, until within about a year ago, had led an active business life, jumping from one place to another at all hours of the day and night, and dealing with a wide range of human nature and business propositions; the latter while tending all to the same end varying widely in detail and method of accomplishment. Since that class of activities had ceased with him however, a reaction had seemed to set in, and while at times restless, as a general thing when not engaged in business problems he most enjoyed being quiet and more or less by himself. This last was particularly unexpected among those of his acquaintance who knew him well, for having been constantly dealing with different people and all phases of human nature, he had thereby become a past master in the art of "mixing." Hence, they thought, it would be supposed that from very inertia he would continue his

restless activities among men in some form or other. But, as has been said, he seemed to seek quiet, remarking when questioned in the matter that as "everything helped" he expected a little surcease from his former habit might serve as a sort of a rest cure for him, and put him in good trim for a renewal of his active life should it ever be thrust upon him again.

Tyro, on the other hand, by virtue of his profession was a man who had always been tied down rather closely to his desk; at least since the days when his repertorial activities had ceased and he had achieved editorial responsibilities. He was, however, by no means a recluse, and was far from being narrow as to what was passing in the great outside world. He was quite the contrary as to this last, for by proxy he was in touch with all phases of human activities, and in a sense was more of a mixer in broad human affairs than the Rambler ever was with individuals. However, being in his professional activity more or less closely confined from

a physical point of view, his habit was just the reverse of the Rambler's present mood, as he seized every opportunity to get out into and touch elbows with the world.

Such were the opposite inclinations of these two men when, during the recent hot spell, they each of them followed their bent on a close, sultry evening independently of the other until fate, circumstance or some other attribute brought them together towards the close of the day.

The fact with Tyro was that his family being away from home, as the time came for him to end his daily labor instead of the usual pleasant anticipatory thought of home greetings his mind rebelled against returning to an empty house and to the probable extreme heat of a sultry night in the suburbs. In contrast, visions of the sparkling waters of the great lake and thoughts of cool breezes from off its broad surface came to mind. So after a hasty lunch he went to one of the beaches, where, seated on a bench, he watched the throng of bathers and enjoyed the cooling effect of fitful breezes from off the lake. He marveled as he sat there, at the double line of automobiles parked on each side of the driveway overlooking the bathing beach, and was amused by the human activity that was displayed all about him. But he was not one that could linger for any length of time over any one picture or group of pictures of restless humanity. In other words, he was incapable, much to his own regret, of such utter relaxation of mind and body as would enable him to take a long and regular "loaf" doing nothing. Incidentally, however, it may be stated that his mind was so trained to observance that in the relatively short time he was on the beach he probably saw more of what was going on there than the average loiterer would have seen in the course of many times the hour that Tyro gave to his little resting and cooling spell.

It naturally followed that being satisfied for the time being with the latter phases of his relaxation, his mind

turned to the Rambler whose apartment he knew was not very far away, and that shortly afterwards he was ringing the Rambler's door bell.

In contrast to Tyro's mood the Rambler, after the day's heat and perplexities of the office, had elected to remain quietly at home where Tyro found him comfortably stretched out in an easy chair on his screened-in porch and placidly smoking his pipe.

"Well, well," said Tyro on being heartily greeted, "I don't know but what you are right after all. On the shady side of the house and a bit of a breeze straining through the meshes of these screens, you look pretty comfortable. When you consider the exertion of going to and from the beach, and particularly the reaction as you penetrate the city's hot atmosphere again after leaving it, I am not sure but what you are more comfortable in the end than I am going to be. Wish I had thought of you first. However, perhaps I have seen and learned more of what is going on on a hot night in a city, than you have." "I doubt it," was the response as the Rambler pointed down at the boulevard below and called attention to the stream of automobiles passing up and down, and to the kaleidoscopic picture made by the pedestrians sauntering on the sidewalk and the groups of family parties sitting on the porches of the opposite houses. "I don't know," he repeated, "I have more or less of a moving picture show right here. Possibly the subjects are not as picturesque, artistic or interesting as those you have seen in their bathing suits on the beach, but the scenes move fast enough for me; in fact a bit too fast, perhaps. Too much activity around and about one sometimes is wearisome, as it creates an unconscious inertia in one's mind, and one is threatened with becoming attuned to its cadence. Nevertheless, wishing to be quiet and take a good relaxation, I shut out all that activity that is going on down there below by—you'll never guess!" he exclaimed abruptly. "By nothing more nor less than working up some statistics. Fine stunt for a hot

night, you may think, particularly when as a rule I am not interested in dry figures. In this case, however, I went into them out of pure curiosity. I was interested in doing so, I presume, through the human perversity of being interested in what I knew to be an entirely unessential matter. That is, the statistics I have been working out are entirely unessential in serving any practical or good purpose except my own idle curiosity. I will tell you about them," he concluded; "but first let me get you comfortable, for I cannot conceive that what I have worked out here will hold your interest for more than a few minutes. So, if you will lie down in that swinging couch maybe you will get relief from my statistical debauch by falling off into a doze. Just the same," he added, "the story that weaves in and out through my dry figures may have a human touch to it that will appeal to you. In fact, it is not every newspaper editor that I would tell the story to at all. They are too apt to pervert salient features to serve their own ends. But I think I will trust you in this last respect. The story is not of a sufficiently comprehensive nature to attract your broad mind from an editorial point of view. Nevertheless," he added with a little smile, "I doubt if I would trust Slim with it. He, in the exuberance of his youth and cupidity for a story, might attempt to make more of it than it deserves. This therefore is 'under the rose' as far as you and Slim are concerned."

Tyro accepted the Rambler's invitation to stretch out on the couch, but said smilingly that his curiosity had been so aroused that he knew slumber would elude him. "Much," he added, "to my regret, for good story-tellers are born you know, and statistics, being proverbially dry, might become inflammable on this hot night. There are possibilities you see therefore," he dryly joked the Rambler, "that sleep on this occasion would perhaps prove a blessing. Alas, that I should be denied it in case you prove to be a lame story teller and the statistics become ignited."

The Rambler smiled at Tyro's mood, and after discarding his pipe for a cigar picked up from a little stand table by his side a file of office papers. He remarked as he did so that he had brought them home for the express purpose of analyzing by figures the waste energy that they represented.

"I will call the story," he began, "'The Rival Brook' because at one time it threatened to vie with Tennyson's brook, which you will remember went on forever. Its dramatis personæ are a Miss Smith (so named that Slim would not know which Miss Smith to hunt up should you take a notion to send him out to interview her), a Pullman conductor, a Pullman porter, two officials of the road—one representing passenger service and the other train operation, a consolidated ticket office agent and a union station ticket agent. The scene is laid at one of our important terminals and on one of our through trains. The story in brief is that an upper berth in a Pullman car was sold twice through clerical error, Miss Smith being the victim of the duplication. As will be seen, however, she was properly taken care of and in the end came out better than she had reason to expect, as she was finally given a lower berth. While not complaining of the accommodations eventually obtained, and at one time seeming to understand and appreciate the sacrifices made to set matters right with her, she nevertheless elected to make quite a fuss in the way of correspondence at what she insisted was a case of 'injustice' and 'rotten graft.' We first heard from her through a letter that she wrote setting forth her story, which letter was written in longhand and consisted of 7 pages of note size paper containing 781 words. This was supplemented the following day by a second letter of 371 words, also in longhand, in which she stated that in her original letter she had left out 'one of the important parts of the report.'

"In brief, her report was that she boarded the train at our terminal on the Sunday evening of March 2nd, having purchased her berth and passage ticket

on the Saturday evening previous, or March 1st, and that on presenting her sleeping car ticket, which called for Upper 11, Car 6, she was promptly placed in the appropriate section. But soon after, the car porter came and asked to see her berth ticket, and on its being shown advised her that she had the wrong berth. He took her ticket away with him and shortly returned with another ticket for an upper berth in Car 40, saying that he would move her into that car. On her insisting that she keep the seat that she had purchased the day before she was referred to the Pullman conductor. On her appealing to the latter as he stood on the platform checking his passengers on, he told her that the berth had been sold twice and that the diagram showed her berth belonged to a gentleman who with his wife had been given it. On his being asked why the gentleman was not moved instead of herself the answer was to the effect that the husband would then be in one car and his wife in another. A little later she was reassigned to Upper Berth 2 in the same car of her original ticket, the upper in Car 40 having been given her as a temporary makeshift until the conductor was in position to know what he had at his disposal in the way of space. She moved to the seat below upper berth No. 2 and later accepted the offer of the lower berth in the same section, it having been surrendered to her as a matter of courtesy by Jack, more of whom will appear later. But," continued the Rambler as he ran through the 9 pages of Miss Smith's original letter and its supplement, "the really interesting part of this phase of the matter is the rambling comments she makes on matters in general. She complains of 'injustice done.' She tells of conversing with the porter and telling him how she feels about the 'graft' that had been worked 'to get my berth away from me.' She chides him for having tried to 'blame the trick' on the ticket agent who the day before had sold her her original berth, and who in her mind 'did not sell the same berth to both

parties.' She also explained to the porter that 'Uncle Sam' did not want the patrons of the railroads treated as she had been and that she would report the case. It was in this connection that Bob undertook to pacify her and that Jack got into the game, and when they were both told that she didn't like to see them try to blame their 'dirty work' on the ticket agent who sold her the berth; they having each agreed that agents do sometimes make the mistake of selling the same berth to two different passengers. She objects to the Government allowing railroad officials to shield such an employe. In her supplement she mentions that Bob and Jack also told her that it was not the fault of the porter 'whom she grudgingly exonerates later by saying that she thought he was a tool in the hands of a higher employe. She still evidently has her suspicions of the porter, however, for she says 'how did the porter know that upper berth No. 2 would not be sold before we got to ———, or had not been sold without seeing the ticket agent again?' But her windup is a climax. She accuses Bob and Jack as having 'fixed up' the original scheme of getting her berth away from her to give to 'the man with the woman.' So she says she can see why Bob defended the porter and why he and Jack were so eager to accuse the ticket agent of such 'ridiculous mistakes.' This last notwithstanding the fact that it was Bob who gave up his upper No. 2 to her and Jack who later exchanged his lower No. 2 for her upper.

"But," said the Rambler as he re-lighted his cigar, "I am going into too much detail, although it will be interesting to note what this complaint involved in the way of investigation and explanation before we got through with it. As I have mentioned, it was mere idle curiosity as to the statistics of the matter which caused me to bring these papers home and work over them this hot night, but they have served a double purpose, for in that work I have forgotten the heat. Now listen. On receipt of Miss Smith's letter inquiries

were sent out in various directions as to the facts; which, before the case was closed involved 28 letters and correspondence between eleven individuals. The substance of one or two of the letters I will just mention to make the story complete and to show what the real facts were—Say Tyro are you asleep?" He thus interrupted himself as on glancing toward the couch he noted that his companion's eyes were closed and the thought flashed upon him that there had been no inquiries or comments made on what had thus far been said. Being assured by Tyro, however, that he was wide awake the Rambler continued.

"Bob's written explanation in the matter is that while in conversation with Jack in the smoking room, the porter came in and asked that he try to pacify Miss Smith. This, Bob said, he tried to do by letting her have his upper in her original Car 6, and from which she had not moved; Bob sitting up until he got to a junction along the line where accommodations were found for him in another car which was attached at that station. Up to the time of her retirement his report said, Miss Smith seemed to be very well pleased with his efforts to aid in her comfort. Jack's report is somewhat more lengthy, and states that a few minutes after the train pulled out the Pullman conductor came in and told them that there was a lady greatly excited about a mixup in assignment and asked Bob if he would exchange his upper 2 for something that he would find for him later on, to which Bob readily consented. Later the Pullman porter came in and asked Bob to please try and pacify the lady as she was blaming him for the mixup. 'Later,' Jack says, 'I left the smoking room and went to my seat in the sleeping compartment of the car and a lady seated there asked if I would exchange berths. I told her I would be glad to do so, and that it was my intention to ask her if she would take my berth in exchange for her's but that she had beat me to it. She talked very pleasantly but complained about the mixup and intimated

that the porter had accepted graft, etc. I tried to explain how the matter occurred but she did not appear to be satisfied with my explanation.' He further states, 'I chatted with the lady for fifteen or twenty minutes and she was very profuse in her thanks for my favoring her with a lower berth.' Jack says that he spent the next day in an official's car that was attached to the train, but he concludes with: 'About thirty minutes before reaching ——— I went into the sleeper to gather my belongings; and the lady again thanked me and told me she very much appreciated my action in letting her have the lower berth. Just as we were getting off the train she again thanked me.'"

"Well, that is all right," said Tyro, "as far as it goes," evidently to prove to the Rambler that he was not asleep. "But how did the mixup occur?"

"The correspondence shows," was the answer, "what patience and labor it involved to dig out all the facts in the case; but they are summed up in the letter that we wrote as our report to Miss Smith—the letter we thought would be a final answer to her original complaint. But it is first necessary to state before reading from it, that in the meantime in answer to a short communication to her to the effect that we were investigating and would report as soon as possible, she comes back with a 178-word letter in which she berates the people of the section of the country from which she was traveling, and ends by saying that it seemed as though every evidence 'pointed to the guilt of ——— (Bob) and ——— (Jack)', closing with the remark that, 'Anyway, it is the first time' she ever 'heard a southerner shield a nigger' as Bob did the porter. This is a part of what we wrote her:

"'After making a most thorough investigation we have succeeded in placing the responsibility for the trouble. The sleeping car space which you purchased was sold twice, that is, two tickets were issued for the same berth, one ticket having been sold at the Consolidated Ticket Offices up-town, and the other one at the Depot Ticket Office.

"During the day diagrams of sleeping cars and all space therein are controlled by the up-town office and accommodations purchased during that time at the Depot Office are assigned by the up-town office to the Depot Office by telephone. When such assignments are made the clerk in the up-town office is supposed to make proper entry on the diagram so that the space will not again be sold but it would appear that in this case the entry was not made, causing the sale of space a second time. This feature of our service is always given very careful supervision and each case that comes to our notice is investigated most thoroughly to the end of avoiding recurrences, but notwithstanding all such efforts we have to contend with, in the sale of sleeping car tickets, the possibility of human error which very often cannot be explained.

"Without attempting to excuse the error I might say that during the busy season ticket sellers in those offices work under pressure and are subjected to many distractions, telephone calls, etc., and it might have been due to one of these causes that error was made in this case.

"We have also carefully looked into ——— (Bob's) participation in this case and believe he had in mind nothing but your best interest, and we are convinced in this because there was no necessity of shielding any of the employes on the train as none of them had participated in the error.

"Unfortunately in such cases after the conductor is confronted with two tickets and has had no opportunity to develop which one, if either, had prior rights, he naturally must reserve to himself any opinions as to the cause of the duplicate sale and adjust to the best of his ability according to circumstances."

"The letter is an extremely courteous one in other respects, as well as in what has been read, expressing at its end our regrets, but it evidently failed to placate. Miss Smith acknowledged it by a 4-page letter-size document, closely handwritten and, of course, including a post-

script. It contained 1,425 words. It's a curious jumble," the Rambler said sotto voce as he glanced through its pages, "and begins by expressions of appreciation for the pains that had been taken to answer her in full. But it runs very quickly into a statement to the effect that she realized what an 'impulsive thing' she did in writing to the General Passenger Agent instead of to a Government official; especially when she was so sure in her own mind that Jack was 'the only guilty party.' Then she apologizes for herself by adding: 'but I thoughtlessly didn't stop to consider how' utterly helpless you would be in trying to investigate the discourtesy of the railroad president's conduct.'"

At this last the Rambler burst into a hearty laugh as he remarked in an aside: "Isn't that rich? She takes Jack for the railroad president. I must show this to him some time. He'll be quite puffed up. No, he will not, come to think of it," he continued, "for I remember now that further on she spoils it all by reflecting on the 'individual autocracy' that is being 'handed out' by 'appointing such an incapable, undeserving person president of a railroad.' She quite agrees," the Rambler went on as he continued to scan her letter, "with our statement concerning Bob, but qualifies it immediately by saying she imagined he was acting under Jack. She then argues as to how the case might have been handled instead of as it was, and then jumps quickly in her mind back to 'the man' who got her original berth whom she imagined as having said to himself concerning it, 'I'll get that berth'; and of course she could not resist the opportunity to cast aspersions on the lady who was with him, referring to her incidentally, among other things, as the 'beached blonde.' Some of the letter is devoted to her opinions of President Wilson, touching in such connection on democracy, autocracy and the armistice. Local politics and the physical condition of the city from which she began her journey next received her unflattering

attention. The postscript, however, is a full page giving references in many different parts of the country to prove that she is not 'a traveling crank.'

"That practically closes the story," said the Rambler as finding his cigar had gone out he carefully placed the end of it on the corner of the table to avoid mussing up his porch rug. "The closing paragraph of the final letter in the controversy was written by one to whom Miss Smith's last letter had been referred and is couched in the following terms:

"From the reading of her letter and from what she has to say I should consider her, to say the least, an unreasonable woman and I see no reason why we should continue further correspondence."

"What do you say, Tyro," the Rambler exclaimed as he thrust the papers aside, "to the general proposition that the railroads, although not always perfection themselves, have their real troubles? With a lower berth out of the deal instead of an upper, with acknowledgment of error and apology therefor, was the lady unreasonable in blaming first one and then the other of manifestly innocent parties? With her five letters aggregating 2,800 words, were we not sufficiently punished for the error in the Consolidated Office?"

But Tyro made no reply, for he was fast asleep. Observing this the Rambler smiled indulgently and softly remarked: "You lucky fellow! Maybe you've had a narrow escape from being talked to death."

Notes of Interest to the Service

The following changes of schedules and car service of interest to our agents have taken place since the last issue of this magazine, and are in addition to changes concerning which special circulars have been sent out:

Union Pacific: Effective June 22nd a new train, No. 3, was scheduled to leave North Platte at 2:55 a. m. and arrive at Cheyenne at 10:30 a. m., stopping at nearly all intermediate points; in which connection the Omaha-Cheyenne sleeping car formerly carried on Train No. 7 was changed to leave Omaha in No. 15 at 4:25 p. m. to be attached to new train No. 3 at North Platte.

Train No. 13 has become a Chicago-Denver train in connection with C. & N. W. Train No. 19. A new 12-section drawing-room sleeping car, Chicago to Denver and a club observation car North Platte to Denver has been added to former equipment. Train No. 13 will operate through from Omaha, it leaving Omaha at 1:20 a. m.; the consolidation of Trains Nos. 19 and 13 at North Platte having been discontinued.

Train No. 19 now leaves Omaha at 1:30 a. m. instead of 1:20 a. m. arriving at Cheyenne and Green River earlier than formerly. No change in Oregon Short Line schedule. Chicago-Los Angeles tourist car is now carried beyond Salt Lake on L. A. & S. L. Train No. 1 instead of No. 3 arriving Los Angeles at 5:30 p. m. instead of 4:15 p. m.

Canadian Pacific: A new daily limited express train between Montreal, Toronto and Vancouver has been inaugurated—the "Trans-

Canada Limited." It makes the distance between the terminals mentioned in less than four days and is a strictly limited train; it having space for sleeping car passengers only. Its schedules show a running time of 93 hours, 30 minutes westbound from Montreal to Vancouver, and 92 hours, 15 minutes, eastbound from Vancouver to Montreal. From Toronto to Vancouver, 89 hours, 45 minutes; from Vancouver to Toronto, 88 hours.

Chicago & North Western: By change in effect June 21st, through drawing room sleeping car service was established from Chicago to Denver via C. & N. W. and U. P. in Trains 19-13 (Colorado Special), leaving Chicago at 10:30 a. m. daily, arriving Denver at 4:30 p. m. the next afternoon. Complete through service between Chicago and Denver is now as follows: Colorado Express, daily, No. 3-15 for Denver leaves Chicago at 11:20 p. m.; Colorado Special, daily, No. 19-13, leaves Chicago at 10:30 a. m.

Pere Marquette: By new schedule effective Sunday, June 22nd, Trains Nos. 9 and 10, the "Resort Special" between Chicago and Bay View was restored, leaving Chicago at 6:30 p. m. Through parlor car service was established between Chicago and Muskegon in Trains 5-105 and 104-4. Sleeping car between Chicago and Traverse City in Trains Nos. 1 and 8, was discontinued, the car continuing in service however, between Chicago and Grand Rapids.

Chicago, Rock Island and Pacific: Change of June 22nd includes the following depart-

ures in Colorado service: Train No. 7, the Rocky Mountain Limited via Omaha, leaves Chicago at 10:05 a. m.; Train No. 5, the Colorado Express via Omaha, leaves Chicago at 10:00 p. m.; Train No. 39, the Colorado Flyer, leaves Kansas City at 6:00 p. m.; Train No. 11-25-5, the Colorado Express, leaves St. Louis at 9:03 p. m.

Michigan Central: Train No. 4, leaving Chicago at 12:30 p. m., now carries through coach and parlor car Chicago to Grand Rapids via Kalamazoo and G. R. & I.; sleeping car has been restored between Chicago and Lansing (from Jackson to Lansing in No. 73) on Train No. 36 leaving Chicago at 12:05 a. m.

Seaboard Air Line: By recent change Train No. 3 now leaves Jacksonville at 9:25 a. m. arriving Tampa at 6:00 p. m.; Train No. 15 leaves Jacksonville at 1:15 p. m. arriving Tampa at 7:45 p. m.; Train No. 1 leaves Jacksonville at 10:00 p. m. arriving Tampa at 7:00 a. m.; Train No. 21 leaves Jacksonville at 3:30 p. m., arriving Cedar Key at 9:00 p. m.

Southern: Effective June 21st from Memphis, a new Memphis-Asheville, N. C. sleeping car line was established, leaving Memphis on Train No. 24 at 8:30 a. m. On the same date from New Orleans a new New Orleans-Asheville, N. C. sleeping car line was established via Montgomery and Atlanta, leaving New Orleans (N. O. & N. E.) on Train No. 4 at 8:15 a. m.; also through sleeping car between same points via Birmingham and Chattanooga, leaving New Orleans (L. & N.) on Train No. 4 at 8:20 a. m.

Grand Trunk: Effective Sunday, June 29th the Grand Trunk Railway System made an extensive change of time in train, parlor and sleeping car service.

Northern Pacific: Observation-Cafe Parlor car has been restored to service in Trains 62 and 61 between Minneapolis, St. Paul and Duluth.

Among the many booklets and folders issued by the United States Railroad Administration in the interest of summer resort travel is one entitled "The Northern Lakes—Wisconsin, Minnesota, Upper Michigan, Iowa, Illinois" which should be of special interest to agents of the Illinois Central and Y. & M. V. in certain of our territory, and copies of which can be had for the asking for patrons if they have not already been supplied. The folder is prefaced by "An appreciation of the northern lake region" entitled, "The Wilderness Next Door," written expressly for the U. S. R. R. Administration by Albert Britt, editor of "Outing," the gentleman writing as follows:

The big woods! Wilderness Lakes. These are magic words. To most of us they represent the distant, the unattainable, the inaccessible. But they needn't. In reality, forest lakes, ringed round with virgin forest, lie next door to the metropolis of the Middle

West. A few hours by train from Chicago and you are among the lakes of Wisconsin, where bass and trout and muskies thrive and where deer still tread the forest paths.

A few hours more and you are among the Ten Thousand Lakes of Minnesota, where you can have more fish, more deer—and moose and bear to boot. The Lord planned wisely when He designed this lake country of the Middle West. It is mostly a land of high ridges and rolling plateaus, with lakes and streams sparking in all the basins and valleys. It is the land of the Ojibways and many of the tribe still linger. If you can have an Ojibway paddler in the stern of your canoe, you will be a fortunate man.

This near Northwest has another charm for the city-dweller—a variety of living conditions. It is wilderness to be sure, but if you want the taste of woods and waters without the labor, it is yours. There are cottages with rocking chairs on the piazzas and a telephone inside just as there are lonesome trails and hidden lakes. You can eat your civilized breakfast at a real table and step thence into a cushioned boat to be rowed by a well paid guide to the carefully selected fishing ground.

Or you can bend your back to the burden over long portages and beach your canoe on lonely, rocky shores that hardly know the pressure of human feet. And it is only a step from one condition to the other. The same county may offer the summer cottage and the genuine wilderness.

Every man to his taste. But in my memory lingers the picture of a chain of lakes along the boundary between Minnesota and Canada. It had been a long day and a hard one, with a five mile portage to be doubled over. Darkness fell as we paddled through Little Gunflint and Little North and as the light faded, the wooded shores crowded close upon us until we seemed floating in the forest itself. We were tired but we sang unmelodiously but with spirit.

And then we came to the cabin that the rangers had built just below the Canadian line. I thought I liked it then, but the next day when I stood in the door and saw the waters of North Lake shining in the sun, I was fascinated. As my thought turns back to it from an untidy desk in a steam-heated office, I am fairly homesick. Some day soon I'm going back, if not to that lake and that cabin and those trails, then to others like them. And I shall fish and paddle a canoe and carry a pack and perhaps shoot a little. But most of all I shall watch for the new beauty that lies around the next turn of the trail or over the next portage and be glad that I'm alive.

Thirty-nine thousand deadweight tons of ships were added to the merchant marine of the United States at Hog Island on Memorial Day, when the American International Ship-

building Corporation, in co-operation with Edward N. Hurley, Chairman, and the officials of the United States Shipping Board, Emergency Fleet Corporation, launched five 7,800-ton cargo carriers in forty-eight minutes and ten seconds, thereby establishing a world's record of ship launchings, and making a total of thirty-four merchant steamers launched at the yard.—*Hog Island News.*

The Mt. Rainier National Park Company have announced the formal opening of the National Park Inn at Longmire Springs; also that auto stages have been begun meeting trains at Ashford.

Soon United States flyers will patrol the great forests. Each will carry with him carrier pigeons held in little strait-jackets, something like a woman's corset, holding down the pigeons' wings. When a fire is seen a pigeon is released with the news, location of fire, etc.

The pigeon flies to warn the fire department. The human flyer goes on watching the forest.

There is a picture of man's progress in his machine of steel. He flies faster, higher, farther than any bird, and takes his little flying brother along as a messenger. What other wonders are locked up in that ivory temple of miracles, the human skull, to be released in time?—*Chicago Herald and Examiner.*

Private Bill Bone sat up on a hospital cot somewhere in the south of France and read an ancient newspaper which a nurse had happened to pick up somewhere around the place. Bill hadn't had any mail since the day he was tipped over at St. Mihiel, so his eyes lit up when he saw that the paper was from his home town. A story caught his eye. "Police are scouring the North Shore," it read, "for Guinivere McGlue, the famous Chownese spaniel which strayed yesterday afternoon from the residence of Mrs. J. Hoosit-Hoosit de Lux. She was last seen at the corner of Dingus place and Whatsit boulevard. There is a reward of \$10,000 and no questions asked."

"Gosh!" remarked Private Bill Bone as he folded up the paper. "It's great to be a dog."
—*Exchange.*

A long and patient but vain effort on the part of a khaki-clad driver to induce a mule, drawing what appeared to be a load of laundry, through the gateway of a local hospital afforded considerable amusement to the boys in blue who were watching the proceedings. The mule would do anything but pass through the gateway.

"Want any 'elp, chum?" shouted one of the boys in blue to the driver, as he rested a moment.

"No," replied the driver, "but I'd like to know how Noah got two of these blighters into the Ark!"—*Tit-Bits.*

President Wilson is fond of telling a story about an old teamster. This old fellow said to the treasurer of the concern one day:

"Me and that off-horse has been workin' for the company seventeen years, sir."

"Just so, Winterbottom, just so," said the treasurer, and he cleared his throat and added: "Both treated well, I hope?"

The old teamster looked dubious.

"Well," he said, "we was both tooken down sick last month and they got a doctor for the hoss, while they docked my pay."—*Pittsburg Sun.*

"Charley, dear," said young Mrs. Torkins, "are we going to have freedom of the seas?"

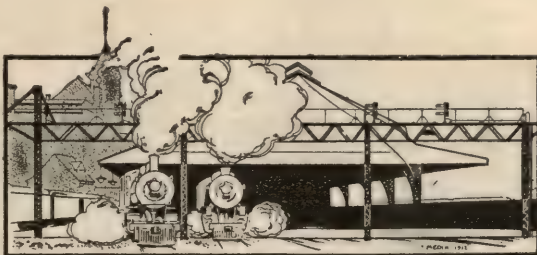
"Why are you so interested?"

"I haven't forgotten the way we were treated at the beach last summer. I don't believe anybody has a right to rope off the ocean and then charge you fifty cents for the privilege of taking a bath in it."—*Washington Star.*

A gentleman, crossing a rustic bridge one day, observed a Simple Simon carefully playing his rod and line into a bed of roses.

"Ah!" said the gentleman, as he slipped a sixpence into the simple one's hand. "And how many do you intend to catch?"

"Well," was the reply, "you're the fifteenth!"—*Clipped.*



FROM THE LAW DEPARTMENT



CARS—COOPERING CARS—TARIFF PROVISIONS—In *Hawarden Sand & Gravel Co., vs. C. & N. W. Ry. Co.*, 171 N. W. 735, the Iowa Supreme Court held that despite the general duty of the carrier, stated in Code, Sec. 2,116, to furnish shippers suitable cars, the particular duty of coopering its cars to make them tight and close so as to be suitable for transporting such commodities as sand and gravel is governed under section 2,128 by its tariffs; and where such tariffs oblige the carrier to furnish only the lumber for coopering, the carrier is not liable in addition for cost of labor and nails employed by the shipper in coopering.

INITIAL CARRIER—SHIPMENT TO A FOREIGN COUNTRY—LIMITING LIABILITY TO INITIAL CARRIER'S OWN LINE—In the case of *C., M. & St. P. vs. Jewett*, 171 N. W. 757, the Supreme Court of Wisconsin held that as the shipment in question was one to a foreign country, the Carmack Amendment would not apply and it was competent for the parties to make a contract limiting the carrier's liability to its own line.

MISDESCRIPTION OF GOODS—LIABILITY OF CARRIER WHERE MISDESCRIPTION IS NOT ATTRIBUTABLE TO FRAUD—In an action to recover the value of furs lost in transit in interstate commerce, the railroad resisted the claim on the ground that the goods were misdescribed in the bill of lading as "one case D. G." (dry goods). This was done by a mistake of the local expressman, and not with the intention of fraudulently misrepresenting the nature of the shipment. The filed freight rates were first class (65 cents) for dry goods and double first class for furs. The Supreme Court of the United States refused to sustain the railroad's contention, for the reason that a clause in the bill of lading provided for the contingency of misdescription as follows: "If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped." The court holds that the effect of this provision is that a misdescription of the character of the goods, not attributable to fraud, does not affect the liability of the carrier for a failure to deliver the goods.—*N. Y. Central vs. Goldberg*, decided May 19, 1919.

DEMURRAGE—ACCRUING ON SHIPMENTS RECONSIGNED TO EMBARGOED POINTS—In the case of *Wood vs. N. Y. P. & N. R. R. Co.*, 53 I. C. C. 183, the Commission held that the assessment of demurrage charges on cars held at a reconsignment point because of an embargo at the point to which diversion is ordered, is illegal unless the tariffs provided therefor. The Commission said in part:

"The theory of reconsignment is that the shipment is in fact one from point of origin to ultimate destination. Assuming, in the case of a straight shipment, that the car had started from point of origin before the embargo had been laid, all delays between point of origin and point of destination would be chargeable to the carrier and no demurrage would be assessable against that car; and the

same should be true, except as provided by tariff, with respect to a diverted or reconsigned shipment.

Under the tariffs in effect when the shipments moved there was no provision that the defendant here would not consign to an embargoed point; the embargo was a disability of the defendant; the orders for reconsignment should have been accepted by the defendant in accordance with its tariffs. * * * *

Since the *Reconsignment Case*, 47 I. C. C. 590, the carriers have embodied in their tariffs generally, notice that orders for diversion or reconsignment will not be accepted to embargoed points."

"Long Trains That Pass in The Night"

THE length of Illinois Central freight trains has been the subject of many animated discussions lately, especially by those professedly conversant on the subject. We heard an argument the other day between admirers of I. C. trains and S. P. trains. Both claimed that their respective choice could haul a longer train, etc.

Jack Mashburn, efficient lightning slinger at the Eye See ticket office, put the kibosh on a skeptically-inclined Texan the other night. Mashburn who does little talking out loud, but a blame lot of it over the wires, was sitting quietly in his cushioned chair when an elongated cattle buyer from Texas approached the window and asked:

"What time is that extra freight due here, going south?"

"You mean the engine or caboose?" popped back Mashburn, as he gave the big fellow the once over.

"I have three loads of cattle on it, in charge of a son of mine," he said rather harshly.

"The engine is due here at 3:30 and the caboose at 4 o'clock," said Mashburn.

"Gee whiz," said the cattleman, I thought the S. P. hauled some trains, but she is not in it, if that is the length of your Eye See rattlers.

"Well, said Mashburn, "that extra is one of our shortest freights. Usually on north-bound cargoes the conductor hands the agent

at Ponchatoula, Frank Rehorst, any orders that the engineer ought to read before reaching Hammond. Rehorst tells me and I manage to get out in time to give it to the fellow at the throttle."

The Texan looked as though he questioned Mashburn's veracity.

"No need of looking skeptical about the matter," said Jack. "We haul 'em over here. Why, I have time to take a nap after a freight engine passes before the caboose comes along. Captain Perkins our Thomas Street flagman, sleeps several hours a day while waiting for the freights to pass.

"If that's the case," said the Texan, "I will have time to get lunch and catch this freight after it whistles for town."

"Ab-ser-loot-ly," said Mashburn.

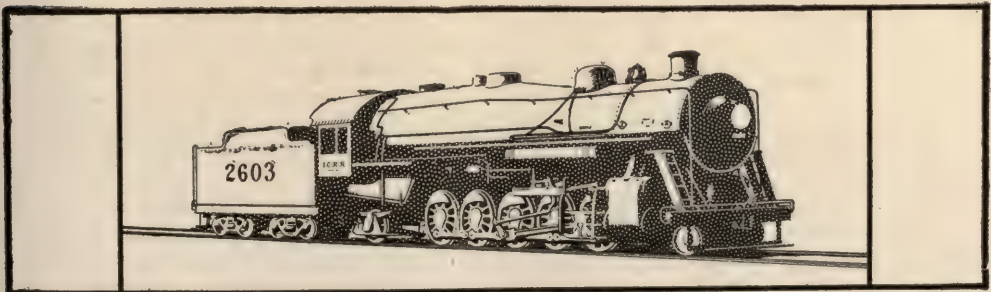
Realizing that the cattleman regarded the Eye See as some railroad, Mashburn paid him a parting shot like this:

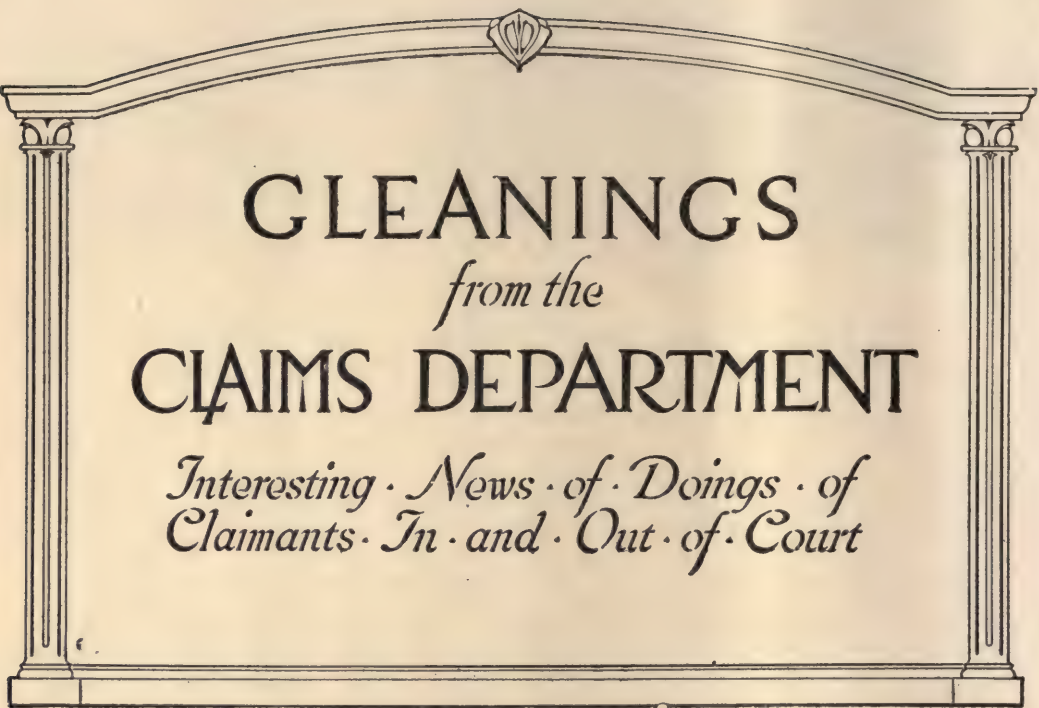
"Yes, we haul more in one freight over this road than the L. R. & N. hauls in a week. Why man, we could move New Orleans to Memphis in four train loads. The capacity of our moguls depends only on how much can be loaded in cars in a day."

"Good-bye!" said the Texan.

"S'long," said Mashburn.

The Hammond (La.) Vindicator, May 23, 1919.





GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

The Claim Man

His Relation to The Public as a Citizen; Relation to His Fellow Employees

The Thirtieth Annual Convention of the National Association of Railway Claim Agents was held at the LaSalle Hotel, Chicago, on the 25th and 26th ult. Among the interesting addresses delivered at the convention was one by Claim Agent Charles D. Cary, of the Illinois Central, on the topic, "The Claim Man; His Relation to the Public as a Citizen; His Relation to His Fellow Employees." Mr. Cary spoke as follows:

This discussion is in no sense to be taken as a code of ethics either spiritual or moral by which certain individuals of our peculiar calling are to be bound, enlightened or misled. What follows are a few rambling remarks of a plain man endeavoring in a very natural way to present merely his own personal ideas upon a given theme. If there are

those present who shall profoundly disagree from me in some of my convictions concerning citizenship, that will not immediately and of itself convict him of being pro-German, or me of being a hypocrite. We will simply disagree and that will be all there is to it.

As a Citizen

I profess no enthusiasm for a diverse citizenship, such as claim man citizenship, or a dry goods citizenship, or a wet goods citizenship. Our citizenship should be a plain American citizenship, either good or bad. The man who as a citizen adjusts and settles claims is in no essential different from other mortals of his same nationality. A good dish of strawberries delights him, and a good dose of "flu" will kill him. Therefore if he has some of the com-

mon attributes, he should share some of the common responsibilities.

I believe that it will be generally conceded that in years past, and especially at Division points, there has been a tendency for the claim man, and this scruple is not confined to him alone, to limit his associations largely to the immediate coterie composing the Divisional staff, and his nonassociation with other citizens in general tend in a large measure to render his influence, of whatever scope, with the public, trifling and ineffectual. In this respect he has limited his range, and fails to share with the common citizenship of the community of which he is a unit, a fraternity of vital force that makes his convictions either essential or requisite. A good citizenship is a diligent citizenship, not an inert one, one that has opinions, beliefs and decision. These are forces that are felt if rightly exercised, but dwarf and die in the lack of employment.

It is my profound opinion and conviction, that above all the claim man should be an exemplary citizen. He is fettered by no mercantile claims or political embarrassments which mitigate in favor of a compromise with those elements of our society that betray and belie us. A casual survey of any community will serve to apprise him where to cast his lot, who it is that represents the secure and substantial men of that locality, who carry with them the moral and mental uplift of that environment. No railway man serves well those who pay him who fails to share with these men in the local community, comradeship in a common enterprise of good citizenship, and such a community will welcome and serve the man who stands true to these ideals.

The claim man should be a member of some society or secret order of recognized virtue, where he can measure up the minds of men who are in retreat, where there is a gleam of wits and fraternity of spirit, where mankind lives up to his obligation, either true or false, genuine or counterfeit, and amid these surroundings the voice

of the claim man should be heard on the side of those issues that need no defense. His services will be enlisted on committees for the accomplishment of various schemes and undertakings, and upon these organizations he should serve with good will and good faith, for these things are fundamentals in the realm of that citizenship which makes him of a unit of value rather than a tolerant liability.

My conviction is, that the claim man should be a member of some church; while this is not wholly necessary to the rank of good citizenship, it augments his influence and dilates his character. If a man is going to be a good citizen he might just as well be good clear through as to serve the public with a diluted mess that is more or less nauseous to those, who, while they tolerate it, do not entirely forgive it. On the contrary I should hate to have the claim man pose as a reformer or religious zealot. While the ranks of these devotees include many good people somehow they have never impressed me with much supernatural accomplishment. They seem to have a strange ability to do the right thing at the wrong time, or advance a good issue at a bad moment. Somehow, their works do not have the guarantee of the substantial men of the community or of those citizens upon whose judgment we are pleased to count with sanguine assurance.

As an eminent illustration of what has been said may I be permitted to refer to a tribute paid to the memory of the late George Pope Furber beloved and highly honored as the head of the claim department of the Boston & Albany road. Among other things I note:

"He was a member of prominent clubs in Boston.

"He was a member of the Massachusetts State Guard.

"He was a prominent member of the Unitarian Church at Concord, Mass., with which he had been closely identified."

It would indeed be a profane mind

that would contend that these affiliations in no manner contributed to distinguish this man as a highly honored citizen and component official.

I believe this to be one office that should be denude of all mystery or misgivings and the initial impression I would convey to the public is, that he who comes here to display cunning and craftiness, comes at a disadvantage, but for those whose intercourse has the ring of rectitude and uprightness we extend a wholesome welcome to transact his affairs of life with the same well-being he would display at his banking house. We hold no double standard of integrity, things are either done right or they are done wrong, and this applies to all parties to the transaction.

A good merchant bases his traffic upon the stability of his wares; if they are reputable it matters little what he says concerning them.

I believe the claim man should have within him a fixed policy and purpose that he may trod unswervingly the pathway of duty, undeterred by doubts, singleminded and straightforward. I believe that the foregoing will be to no purpose unless the private life of the claim man is clean and exemplary in the community where he lives. It is not necessary that he be a saint or puritan, but it is highly essential for all purposes and to himself alone, that he be temperate and well-balanced in his utterances, and upon those questions of public policy in his community that he enlist himself upon the side which appears to be rational, wise and enlightened, though perhaps not momentarily popular, but such as will associate him with those of our citizen who will stamp his judgment with confidence, as a living force for those things which are just and suitable.

What the claim man is to the public is a question largely with the individual, his ability to discern those forces that make for conscientious citizenship, the part he plays in the civic affairs of life, the judgment he is willing to exercise in the society in which he moves, the place in the confidences of men which

he gains in the general conduct of his affairs. The public will place but little confidence in a confidence man, nor can high esteem be gained by the employment of that cheap palaver so seldom neutralized by good common sense. I believe the claim man should be a frank, living personality of his own inner conscience; a bank cashier is not honorable nor honest because he is a cashier, but because he is above all an honorable man. So with the claim man, and all men, who look upon his citizenship and his vocation as an opportunity to exemplify an ideal.

To the Employee

The Claim man who settles with an employe merely for the purpose of settlement only, is hitting on but one cylinder.

No man connected with railway operation touches so closely the domestic affairs of all the employes as does the claim man. To him is related the financial state of the family, to him is computed the burdens of life and where they weigh most heavily, to him is confided private affairs which should have no place in a permanent file. These are those matters which one man trusts to another, and it is here that the claim man is made the confessor of those tribulations which beset humanity in its varied forms. At this juncture the claim man has an opportunity to reveal the true context of his stature, an opportunity that comes to him alone.

Several years ago I had occasion to visit the grave of that invincible man, W. S. Stratton, that lies within the shadow of the Rockies. It is a simple grave, and a large rough stone marks the place where the body lay. On that stone is a most remarkable inscription, which is as follows:

"It is not enough to help the needy up, but to maintain him after."

I wrote these words in a book that I had with me, for the sentiment gripped my heart and I left the last resting place of that wonderful man enriched with new convictions that have remained constant.

What follows now has to do more with those employes who receive the lesser wage rather than those of more ample and abundant salary. It is the former that need the word of concern and caution. It is that man that comes to the office and relates the story of a wife and children and who says that with the very best of provision and thrift he is unable at all times to meet the ordinary expenses of life and who tells you that unless he is paid in full for such interval as he may have lost off duty, he will be unable to "get by" as he puts it. Of such a class is composed the great majority of the cases which the claim man sees. What do we do for this man? Do you believe that a mere adjustment of the simple matter at hand disposes of such a case in an adequate and satisfactory manner? If he is unable to "get by" with his regular wage, then what we contribute to that effort as a mere evening up process adds nothing to his resources unless supplemented by something that will help this man to do more with that money than he has ever been able to do before by his own efforts.

Would it not be well to ascertain why it is and what it is that makes this man unable to pilot his ship aright, and why he cannot "get by" and if the difficulty can be located? To point out to him if possible what the obstacle is that lies across his pathway to success so that he will view the thing as an obstruction rather than a necessity to his well being? If you will pardon an example I will mention more clearly what I have in mind.

Man comes in and says that he earns \$140 a month but is unable to make ends meet. This is a statement that should be analyzed and the difficulty ascertained and if possible a remedy pointed out. He will tell you that he pays for rent \$20, for groceries and living expenses \$65, for clothes \$10, for incidental expenses \$10, and for amusements \$10. But here we have a total of but \$115. We are short some \$25.00 that is unaccounted for. Where is that \$25.00? In nine cases out of ten this man will be unable to account for this

\$25.00. It is gone 'tis true, but he has no record of its flight. This is \$300 a year that is a total loss to this man. He should be helped; he should be urged to locate this loss and stop it; he should be told to keep books, he and his wife to keep an itemized account of what they spend; then and not till then, will they discover where \$300 a year is leaking out and will be able no doubt to "get by." This is thrift, right living, prudence and the right thought for the claim man to convey to the employe that comes to the office disheartened and dismayed.

This is directing his course clear from the shoals of loan sharks and garnishments and those things that perplex and worry an employe and make him that much less efficient. If he is in debt, show him how to get out and still retain his good name, his self-respect and his credit with his creditor. Accompany the downcast man to the grocer and explain the situation to him, how misfortune and injury may have caused a halt in the meeting of the usual payments, but no restraint in the willingness of the man to fulfill his obligations if only some manner could be pointed out.

The casual employe has a great fear of debt, and when a statement of account is mailed him, and through some injury he is unable to meet it, he dodges the issue by dodging the creditor; this excites suspicion and both men suffer, whereas if the employe would go to the grocer, state to him the plain facts and assure him that in due season the account will be balanced, his credit will be augmented and most frequently continued. But this is the help the claim man ought to point out to a fellow employe and get behind him in a spirit of brotherhood that really counts for something. I have as little patience for the cheap visionary project of the idealist as any man, but I submit, that where we can ease the burdens that harrow the mind of the employe and be instrumental in pointing out where he is wasteful of his earnings and unable to account for a large portion of them, that this is manifestly our concern and

within the range of a duty where admitted error and misjudgment are obvious.

Almost any man permitted to reside outside of an insane hospital can restore these losses by writing out a check on the company, but that fails to get at the focus of the trouble; this is much like putting a man to sleep to relieve his distresses; he awakens to find his miseries intensified and still persistent. What such a man needs is counsel from a co-operative standpoint that will assist him to guard against the pitfalls that are sucking \$300 a year out of his pocket so gently that he is unaware of it, to discover the thief, where he makes his entrance and endeavor to bar his way.

I had one poor fellow trying to get away from a loan shark by tipping him on the installment plan. We hooked Mr. Shark and showed this man where he could get credit at legitimate places for legitimate prices. This man now has a home of his own. Another spent a considerable sum each week for patent medicine for something he thought ailed him, but when we showed him that the chief ingredient of the medicine was poor booze at a fabulous price, he concluded this would not cure him so he quit the medicine, and got well besides saving his money. Another bought stocks and set up his judgment against that of Wall Street, with the result that Wall Street made a small profit. We got him to cut the acquaintance of those gentlemen and place his savings in farm security so that while he now possesses less bunk he does have more greenbacks. Another fellow who drew a salary of over \$250 a month bought lottery tickets, and came within two numbers once of drawing \$5,000. We explained to him that we came as near getting the \$5,000 as he did and we never had a ticket, but this man would not quit, and died, almost a penniless man.

There are those I want to meet and to help if I can, and I hope to have

the confidence of these men that I may add a word of caution, or point out if possible where a shift in their judgment means a saving in toil and anxiety. Railway men receive good salaries, as such things are provided, which makes them the target for all sorts of schemes and intrigue to separate them from their earnings.

They are beset by tricky men with wily schemes, which on their face appear genuine and authentic. Spurious securities of a mongrel variety are offered at tempting rates. Most of these are utterly worthless, and I desire to add here that it is my judgment that the wage earner has no place in the stock market; this is not a wage earner's game; his place belongs among those investments that are safe, secure and sound, which tend to enlarge his faith in commercial transactions rather than curtail it. The wage earner has no place in any investment where he loses the absolute control and direction of his savings which is always the case in these stock jobbing investments. I sometimes feel that a moderate curse is extended to the wage earner by the liberal availability of charge accounts and installment contracts.

These are some of the items that I believe the claim man should discuss with the employe, try and point out to him the pitfalls which sensible men seek to avoid, guard him against extravagances that he need not bear, hold up the torch of thrift, economy and urge that in all his transactions and affairs he exercise considerate judgment, and be not moved by rash and dreamy sentiments that have no place in the present judicious parley of mankind.

A mere settlement with a man is a momentary transaction, but to reach out to him with a sustaining force that enables him to hold on and to improve his situation is a perpetuity. For as it is written on the rock:

"It is not enough to help the needy up, but to maintain him after."

Purchasing and Supply Department

Co-operation of the Employee—A Vital Thing to the Railroad

By B. T. Adams, Division Storekeeper, Paducah, Ky.

While our country is passing through this critical transitory period, from a war to a peace-time basis, it should be apparent to everyone connected with the railroads of the United States, that the situation now confronting the railroads demands and merits the careful thought and co-operation of all employees, regardless of position occupied.

It is an indisputable fact that everything adversely affecting the railroad, likewise adversely affects the employee. This being true, it should not be difficult to secure the co-operation of every employee to prevent loss and damage, to affect savings and to increase the efficiency of the railroad in every direction.

Every employee of the railroad can effect vast economies in the use of stationery, fuel, tools, water, electricity and other commodities used extensively by the railroad, by giving the use of such materials a little careful consideration from a personal standpoint. As members of this big organization, the railroad's materials and supplies constitute *our* business just as much as the groceries or drygoods on the shelf or counter constitute the business of the merchant. Therefore the economical use and conscientious care of the railroad's property, regardless of its nature, is the duty of the employee, not only to the railroad, but to himself as well.

A man requiring a certain quantity of provisions for his table does not ordinarily purchase twice the necessary amount, use one half and carelessly

throw the remainder away, because he has "come across" with some of his hard earned cash for the commodity and he is consequently interested in its consumption. Yet we find this self same thrifty home spender, who will promptly reprimand Johnnie if he catches him putting two big spoonfuls of sugar into his tea, or Willie, if he spreads the butter on too thick, in discharging his daily duties with the railroad, drawing from stock twice the quantity of material the job requires, using half and carelessly laying the balance aside. If it happens to be oil, paper, etc., such left-over material is very likely to be wholly wasted and a total loss, or if nuts, bolts, spikes, etc., they are left lying around on the ground to deteriorate, eventually becoming buried and lost or picked up and finally hauled to the scrap dock, incurring considerable unnecessary handling cost, and often after arriving at the dock, are found to be no more than scrap, due to the exposure, or if suitable for further use, requiring repairs at additional cost.

Again we find this thrifty home spender who exercises the utmost care to get every bit of service out of every article he purchases for his personal use, while on his job with the railroad taking down and casting aside good serviceable parts and replacing them with new. If he had as carefully considered the expense involved to the railroad in making such replacement as he does the article at home, where his own purse is concerned, undoubtedly there would be considerably less "second-hand serviceable" material

sorted out at the scrap dock. Just to see the extent to which this is practiced, visit any scrap dock where material is received from shops, yards or line of road and note the usable material which is being separated from the scrap.

At home the ordinary man practices, also requires his family to exercise, the utmost economy in the use of electric lights or gas, where the meter is rapidly turning whenever the light is burning or the gas being consumed, because his bill is based on that meter and he will have to pay at the end of the month for all he consumes. And yet that same man, while on duty with the railroad, will leave the lights burning at the office or shop when not needed, where the same current as at home is being consumed, but the railroad is paying the bill.

Coal, water, stationery and other

commodities are daily wasted by the employes through the indifference and carelessness, and the waste of such materials, of course, seriously affects the profitable operation of the railroad, as well as interfering with the efficient handling of business. That angle bar, for instance, which was left over and was allowed to remain on the right-of-way, not only makes a bad appearance, but it might cause some brakeman to stumble and get beneath the wheels, or delay work account inability to procure similar material on some other section.

There are many ways open for savings to be effected, waste eliminated and efficiency promoted, but they all involve the co-operation of the man doing the work; and until he is thoroughly "alive" to the subject and treats it as one affecting himself, which without question it assuredly does, the great loss to the railroad will continue.

Things We Should and Should Not Do

Don't encourage the practice of purchasing material on emergency. It costs more. Anticipate your wants.

Avoid leaving oil in oil barrels when emptying. Oils now cost from 13c to 58½c per gal.

Get those grain doors out of cars going to foreign roads. They have been worth as high as \$1.10 each.

Why do you use new track spikes in yards? Would not second-hand spikes do in some places?

Just look at that black smoke! That means more fuel with less results!

Save that old paint brush,—it can be used again. If you can't use it, some one else can for a different kind of work than for which originally purchased.

Unload that ton of Company material to save the car being switched and delayed sometimes from twelve to twenty-four hours.

Watch out for the blue flag! Protect yourself always with a blue flag when working on cars. It may save a limb or a life!

The best accident insurance is to be careful.

Clean out under that platform. You will undoubtedly find there a ton or more of scrap, worth from \$15.00 to \$20.00 per ton.

Why do you ask for so many passenger shipments? Is it because you want to assist in delaying passenger trains?

Don't wait until the General Officers go over the road and then get busy and clean up. You are just fooling yourself. Keep things clean at all times.

Just state what you know to be a fact. Gossip will get you "in bad" some time.

When the whistle blows, be at your desk or bench ready for the battle. You will be there if you are interested in your work and the welfare of your employer.

Why switch so fast in order to get through to get "on the spot?" Sometimes it may cause an injury or damage equipment.

Good bye. Will see you in the August issue.

What the Purchase Department Thinks of Mr. A. C. Mann

AN informal luncheon was given in the Gray Room of Hotel Sherman, Chicago, Friday, June 20th, in honor of our retiring Purchasing Agent, Mr. A. C. Mann, at which were present the following Purchasing and Supply Department executives:

PURCHASING DEPARTMENT:

W. A. Summerhays, Ass't Purchasing Agent, Chicago.

J. J. Bennett, Ass't Purchasing Agent, Chicago.

L. C. Guernsey, Special Clerk, Chicago.

W. Balser, Commissary Agent, Chicago.

I. N. T. Roberts, Chief Clerk, Chicago.

C. C. Fauquier, Ass't Chief Clerk, Chicago.

E. H. Bowser, Sup't Timber Department, Memphis.

W. A. Bradley, Lumber Agent, McComb.

W. A. Knight, Ass't Lumber Agent, McComb.

SUPPLY DEPARTMENT:

W. Davidson, General Storekeeper, Chicago.

W. S. Morehead, Ass't Gen'l Storekeeper, Chicago.

W. D. Stokes, Ass't Gen'l Storekeeper, Memphis.

L. L. King, Ass't Gen'l Storekeeper, Memphis.

E. S. Shapland, Division Storekeeper, Waterloo.

F. L. Rhynders, Division Storekeeper, Freeport.

W. A. Skinner, Division Storekeeper, Clinton.

R. E. Downing, Division Storekeeper, Mattoon.

J. G. Warnecke, Division Storekeeper, Centralia.

C. A. Phelps, Division Storekeeper, E. St. Louis.

B. T. Adams, Division Storekeeper, Paducah.

G. W. Rice, Division Storekeeper, Memphis.

W. A. Prather, Division Storekeeper, Grenada.

W. E. Hoyt, Division Storekeeper, Water Valley.

C. B. Sauls, Division Storekeeper, McComb.

C. S. Roberts, Division Storekeeper, Vicksburg.

J. D. Dowling, Stationery Storekeeper, Chicago.

J. B. Flannery, General Foreman, Chicago.

I. S. Fairchild, Chief Clerk, Chicago.

F. S. Lewis, Ass't Chief Clerk, Chicago.

HONORARY:

C. F. Parker, Vice President (retired), Chicago.

A. C. Mann, Purchasing Agent, Chicago.

This farewell party followed a one and one-half days' business session of the various Division Storekeepers and other executives of the Purchasing and Supply Departments, at which time were discussed matters pertaining to the purchase and handling of materials, supplies, etc.

Much regret was expressed by his many friends when word went abroad that Mr. Mann would sever his connection with the Illinois Central on June 30th, to accept a position with a commercial concern in New York City. Certainly nothing short of a splendid opportunity for advancement could have induced Mr. Mann to leave his host of friends, both on the Railroad and in Chicago, to become affiliated with eastern enterprises, and the heartiest wishes for his success are extended.

The dining room was hung in evergreen and the national colors, and the tables, which were in the form of a

"U," were daintily decorated. Mr. Mann occupied a central seat with his staff, according to rank, on either side,—the Southern Line Storekeepers, headed by Assistant General Storekeeper King on his left and the Northern Line Storekeepers, headed by Assistant General Storekeeper Morehead on his right.

Practically an hour and one-half was devoted to the luncheon, which was served in courses, and after the cigars were passed, Assistant Purchasing Agent Summerhays addressed a few well chosen remarks to Mr. Mann, to the effect, briefly, that as it would be impossible even in a five-minute talk by everyone present to express the admiration, respect and esteem in which Mr. Mann is held by his associates and the deep regret felt by all at his leaving their ranks, he, therefore, had been delegated to convey to Mr. Mann the loss which it was felt had been sustained by the Department as well as the Company by his resignation. Mr. Mann's ability and standing in his as well as other Departments, were appropriately defined and in conclusion Mr. Summerhays said that it was the desire of those present that Mr. Mann, on leaving the service of the Railroad, should take with him as a token of their respect and admiration, something which would be a constant reminder of their high esteem. Mr. Summerhays then presented Mr. Mann with a gold watch with chain and pocket knife, suitably engraved, wishing him godspeed on his journey and success in his new undertaking.

Although somewhat taken aback, Mr. Mann immediately responded and very ably expressed his appreciation of the gathering in his honor and the token of their kindly feelings, assuring all that he reciprocated the sentiments expressed and appreciated the work they

had done which had made possible his success in the Department.

Mr. W. Davidson, General Storekeeper, acting as Master of Ceremonies, ably selected those best fitted to address the assembly and the "talks" were well delivered and to the point. Division Storekeeper Adams of Paducah was called upon to voice the sentiments of the Southern Line Storekeepers and he very aptly conveyed to Mr. Mann the loss which it was felt the Supply Department is about to experience occasioned by his leaving the service. Mr. J. G. Warnecke, representing the Division Storekeepers from Northern Lines, very forcibly substantiated these sentiments in their behalf. Messrs. Bowser and Bradley of the Timber Department also contributed some very appropriate remarks in regard to the loss brought about by Mr. Mann's resignation.

Mr. C. F. Parker, our former Vice President, was then called upon and delivered a beautiful tribute to Mr. Mann's ability, saying that while the East may be taking Mr. Mann from the West, (it being, he added, an old trick of the eastern people to reach out and take the talent from the West), still he hoped some day the West would be big enough and rich enough to reclaim her own, as the West, too, needs such men as our retiring Purchasing Agent. In his closing remarks Mr. Parker wished Mr. Mann good luck and every success.

Mr. Davidson then made a few appropriate remarks to Mr. Mann in behalf of the Supply Department, and in view of his close association with him, was able to convey to all present Mr. Mann's recognized ability as an executive and his success as Purchasing Agent of this Company. A general hand-shaking and farewell to Mr. Mann then concluded the gathering.



The Fire Hazard In Connection With "Smoking"

G. R. Hurd, Supervisor of Fire Protection

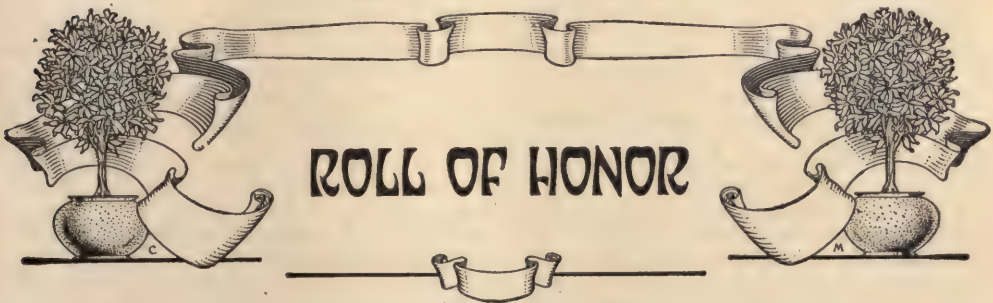
FOR several years past records have shown that hundreds of thousands of dollars of railroad property and property in the care or custody of railroads as carriers have been destroyed by fire due to carelessness and indifference on the part of employes in connection with smoking in shops, freight stations, warehouses, etc.

Every year adds some exceptional losses traceable to this particular class of indifference. It should be recognized that large values are involved which should be preserved and that there must be a personal responsibility felt in accepting the regulations and orders restricting smoking or prohibiting it in properties of large values and where inflammables are handled, and it must be recognized today more than ever, that property values should not be damaged or destroyed through carelessness and indifference or other

preventable causes. Property and material destroyed cannot be replaced. They are lost.

Smoking should be prohibited in shops, coaling stations, piers, warehouses, storehouses, freight houses and offices, including record rooms and around freight platforms, and in all other places where inflammable materials are handled or stored, and if not already done, conspicuous "NO SMOKING" signs should be posted, and all watchmen and guards, officers and other employes in charge of property must be instructed to see that this rule is rigidly enforced.

If we restrict the hazard of smoking and prohibit it in valuable properties we will do much toward preventing the possibility of a large property destruction by fire traceable to preventable causes principally through carelessness and indifference to dangers.



Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
William Blankenship	Engineman	Durant, Miss.	34	3/31/19
Shirley M. Philpott	Chief Clerk, Local Freight House	Chicago, Ill.	19	7/31/18
Grantley B. Harper	Genl. Devel. Agent	Chicago, Ill.	30	1/31/19
Anna Murphy (Mrs.)	Matron, Cent. Sta.	Chicago, Ill.	26	4/30/19
Henry Rippberger	Air Brake Insp.	Freeport, Ill.	29	5/31/19
Thomas Moreland	Switchman (Engine Foreman)	Amboy, Ill.	35	5/31/19
(Y. & M. V.)				
Howard G. Willis	Crossing Flagman	Memphis, Tenn.	23	3/31/19

Contributions from Employees

Local Office Freight Accounting

By M. G. Guerard, Memphis, Tenn.

A subject of this nature is no doubt a dry one to the layman, but to the accountant it is a field of live and interesting work and of great opportunities, but even an enthusiast has to regulate himself to the limit allowed by the editor of this magazine.

Greater attention should be centered on the Accounts at Freight Stations than is usually the case, for if the accounts are in an unsatisfactory shape it tends to discourage the personnel of the office, and it gives the entire station a bad aspect, although every other department may be in excellent condition. Again it is harder on the Accounting Force to handle a station where there are several thousand items in Asset and Liability Accounts than it does in a similar sized station where the accounts are kept up to date. The Accounting Department is more correlated to the other departments in a local office than that of any other single department, and it is of the utmost necessity that the head clerks of the other departments co-operate to the fullest extent with the station accountant, so that the accounts as rendered to the general offices will reflect the true condition of the entire local organization. Without this hearty co-operation much good hard work will go for naught.

In a large agency the work should be systematized so that each department will be a check on another. For instance, one department should create or assess and expense the charges; another (cashier's office) should collect, while a third (accounting) should apply the collections of the second department to the reports covering assessments of the first department, then make out the balances, etc., and handle the open items. The accounting force must be made up of men who under-

stand the principal under which they work and the importance of such work and its relationship to all other desks in the entire office. Not all men are good at figures, and a person not so gifted is out of place when assigned to such work, and is apt to prove a drag on other clerks.

At Memphis the accounting department is divided into an inbound division and an outbound division. The latter also handling miscellaneous accounts, such as switching, cross-town cotton, demurrage, reconsigning, icing accounts, car rental, fuel, etc., although assessing in reporting of switching and demurrage is under another department. Each division is headed by an assistant accountant, and a great friendly rivalry has been established between the two divisions as to which can handle their accounts the best and keep their uncollected to the minimum. The work is so graded that the handling of accounts is a natural progress from the abstract clerks to cash posters, to the correction desk; then to the adjustment clerks, and finally to the assistant accountant, who handles the uncollected and liability accounts of his division. Certain features of this so-called "Unit System" that can be applied to the accounts are being used.

To show that the organization and arrangement at Memphis has been a success, attention is invited to the figures below, taken from April accounts. The total debit to Memphis station, I. C. and Y. & M. V., was \$801,472, yet our uncollected was only \$15,015, of which amount \$9,888 was company material and other "voucher due items," leaving a balance of all other items of \$5,127. This result was obtained even under the most unusual conditions of the past 18 months.

The Careless Machinist's Creed and His Reasons

By Sunny Jim, Water Valley, Miss.

1st. I believe in using a monkey wrench in preference to a hammer because a monkey wrench looks better when it is all battered up. And besides, that is what it was made for.

2nd. I believe in borrowing other men's

tools in preference to buying some of my own. This is a good method of cutting down the high cost of living and save me carting around a heavy tool chest of my own.

3rd. I believe in oiling my machine once

every six months at least. This is a great saving to the company, as oil costs something these days.

4th. I believe in keeping the shop tools in a heap on the floor instead of using the locker provided for that purpose. In this way I can always have something to stumble over and besides it looks so neat.

5th. I believe in wiping off chips with my fingers in preference to using a stick or brush provided by the company because the former is a most ancient custom and takes the place of a surgical operation.

6th. I believe in keeping tools under the planing machine table and in reaching for them while the table is running. This breaks the monotony of life and give opportunity for some clever gymnastics.

7th. I believe in wearing loose or torn overalls and a long flowing necktie when running a high speed lathe or drilling machine. This is also a very ancient custom and a suitable dress for machine-shop work.

8th. I believe in mixing brass, babbitt, steel and iron chips in the pans. This mixture always looks well and provides fascinating employment to the man who has to separate them.

9th. I believe in blaming the night man when anything is lost or goes wrong with my machine. He is not there to contradict me, so I can explain it all to the boss satisfactorily.

10th. Finally, I believe in abiding by all the rules and regulations of the company to the best of my ability when the boss is around.

The Salvation Army

The Salvation Army goes drumming around,
And has for many years,
They did not attract attention much
But got lots of jibes and jeers.

They heeded not their scoffers,
And would sing and pray and preach,
Inviting all to join their army,
There was none to low to reach.

You may ask why all this great comotion,
About the Salvation Army here today,
What have they done, and why and where,
That we should be asked to pay?

Over there in France and Flanders,
Where the poppys nod their head,

Are the graves of our dear heroes,
They done noble work, the soldiers said.

They won the heart of every dough-boy,
And when the battle raged red hot,
You would find the Salvation Army lassie,
With doughnuts and coffee pot.

She heeded not the flying missils,
She had a duty she must do,
She was there to cheer the weary soldiers,
To give them strength and courage new.

Now we want to honor them and pay them,
Want to help them everywhere,
Want to show appreciation worthy
Of the great work done "over there."

—Chas. McGuffin.

Meritorious Service

CHICAGO TERMINAL.

Engine Foreman H. Ezell has been commended for discovering and reporting doors open on W. C. L. 8025, while pulling into Fordham Yard in transfer engine 1773, June 13.

Mr. W. C. Campbell has been commended for discovering and reporting brake rod dragging on train 79, engine 1525, passing Harvey Tower, June 4. Train was stopped at Homewood and brake rod removed, thereby avoiding possible accident.

Engine Foreman Ed. Brow has been commended for discovering and reporting broken rail on north lead at Wildwood, June 8. Road

department made necessary repairs, thereby preventing possible accident.

Engine Foreman P. H. Conlon has been commended for discovering and reporting brake beam down on I. C. 87531, Phoenix Yard, on the B. & O. C. T. Train was stopped and brake beam removed, thereby avoiding possible accident.

Operator Arthur Allen, Tolono, Ill., has been commended for discovering and reporting block signal 1362 not clearing, June 10, as No. 22 passed Tolono. Signal maintainer found broken rail at Mile Post 136, which was promptly repaired. This action undoubtedly prevented possible accident.

Engine Foreman Porter Hester, Kankakee, Ill., has been commended for discovering piece of angle iron in empty box car at Kankakee yard marked Kankakee Ice Cream Co. and turning over to the agent with the result that delivery was made and preventing claim.

During May the following suburban gatekeepers lifted commutation ticket and card pass on account of having expired or being in improper hands: Viola Long and A. Vandewater.

Flagman John Fiebig on train No. 169, May 24, lifted individual ten-ride caddy's ticket on account of being in improper hands and collected cash fare.

Conductor R. W. Gums on train No. 363, May 19, lifted sixty-ride commutation ticket on account of having expired and collected cash fare.

ILLINOIS DIVISION

Conductor J. F. McWilliams on train No. 34, May 29, lifted identification slip, Form 1572, on account of passenger not being provided with pass and collected cash fare.

Conductor Wm. Scott, Gilman, has been commended for discovering and reporting I. C. coal car improperly stenciled at Belleflower, June 9, train 95. Arrangements were made to have car restencilled.

Conductor H. E. Taylor, Kempton, has been commended for discovering and reporting I. C. flat car improperly stencilled. Arrangements were made to have car restencilled.

Conductor J. J. Monahan, Champaign, has been commended for discovering and reporting I. C. 92667, gondola, improperly stencilled. Arrangements were made to have car restencilled.

Traveling Engineer H. L. Zanis, Brakeman J. M. Wilson, and Fireman B. F. Thoele have been commended for apprehending Clarence Frazee, of Olney, Ill., who was beating his way on train extra 1663, May 13, for turning angle cock in order to enable him to alight.

ST. LOUIS DIVISION

Conductor W. C. Walkup on train No. 208, May 9, lifted trip pass account being in improper hands and collected cash fares.

Fireman Louis Trefts has been commended for turning over to the Car Inspector at Christopher fifteen good standard air hose and seven standard angle cocks, which he had picked up along the line.

SPRINGFIELD DIVISION

Chief Clerk E. P. Clements, Springfield, Ill., has been commended for discovering and reporting fire in P. L. 56690, June 6. Fire was extinguished and loss averted.

INDIANA DIVISION

Conductor John Trott on train No. 264, May 27, declined to honor card ticket account hav-

ing expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

LOUISIANA DIVISION

Conductor J. A. Fulmer on train No. 4, May 8, declined to honor simplex ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor A. E. Broas on train No. 4, May 13, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor M. Kennedy on train No. 323, May 16, lifted annual pass in accordance with bulletin instructions and collected cash fare.

Conductor L. E. Barnes on train No. 33, May 17, lifted annual pass on account of not being good for passage in territory in which presented and collected cash fare.

On train No. 2, May 20, he lifted trip pass on account of being in improper hands and collected cash fare.

NEW ORLEANS DIVISION

Conductor M. J. Moody on train No. 14, May 31, lifted time pass on account of identification slips, Form 1572, authorizing use of time pass, having been altered. Passengers refused to pay fare and were required to leave the train.

MINNESOTA DIVISION

Operator M. E. Stoffel, Dubuque Junction, has been commended for discovering and reporting brake beam dragging on car extra 756, May 27, C. G. W.

Operator E. L. Baylor, Glenville, Minn., has been commended for discovering and reporting Ballast Car improperly stencilled. Arrangements were made to have car restencilled.

TENNESSEE DIVISION

Mr. P. P. Freeman, Mounds, Ill., has been commended for discovering light out on signal block 3801, May 17. Mr. Freeman, in charge of extra 1794 south, climbed signal mast and lighted the lamp.

MISSISSIPPI DIVISION

Conductor M. Bates has been commended for discovering brake beam down on extra 709, south, June 1. This action undoubtedly prevented possible accident.

Conductor L. E. Porter has been commended for discovering error in billing car of lumber in his charge, train 52, May 6; also for discovering error in billing car in train 52, May 18, car being held for correction of numbers; both cases preventing unnecessary delay to cars.



NEWS of the DIVISIONS

OFFICE OF THE ASSISTANT FEDERAL AUDITOR

Four girls of the office with a new member of the club, Peggy Berngen went picking daises last week. They came back with more returns than the time they went violet picking. They distributed many beautiful flowers around the office. You know flowers make such an impression on these girls, it is safe to say they did much more work under the pleasing environment.

Comings and Goings in the Office.

Among the goings were—

Miss Thelma Bush who went back south to Texas.

Mr. Fuller Spoerri, who has left the service to work in Washington.

Miss Elsie Seegars, who went home with the measles.

Miss "M" our proficient chaperon at present whiling away her vacation in New York.

Miss Grace Pedderson's appetite—"In spring a young girls fancy — — —"

The comings follow—

Miss Lucy Thiel, clerk in the Liberty Bond Bureau. Summer—Palm Beach suits—Sunnyside, i. e. (Miss McLaughlin) Freckle lotions—and July the first.

It is thought that July the first will be a very quiet day in Chicago. The male population will for some reason or other keep to their ice packs and beds.

Spinsterville, Illinois, however, will hold a big celebration over prohibition Victory.

Prominent maiden citizens will speak about the great event. Miss Philomena Single will read a sonnet composed by herself entitled "How the pure white ribbon was hung on the town hall."

William Jennings Bryan will be the noted guest of the occasion. After the ceremony all will dine at the town hall on ham sandwiches and Grape Juice.

Have you heard of the gypsy we have in our midst? This wandering minstrel's visiting hours are on Saturday from 11:30 o'clock until 12:30, under our windows. As she grinds she smiles and looks anxiously upward in quest of pennies (Dimes preferably). She usually delights her appreciative audience with the rendition of "The Star Spangled Banner" which inevitably prompts Mr. McKinlay to work standing up, and the well known song of the big nation wide problem which confronts the American people namely "How ya gona keep them down on the farm after they've seen Paree."

CHICAGO TERMINAL

Burnall Duclos, youngest son of Mr. and Mrs. Louis Duclos was united in marriage on Wednesday afternoon, June 11th, at 2:30 p. m. to Miss Madora Putra of Kankakee. The ceremony taking place in St. Rose church. They left for Chicago immediately where Burnall has a good position in the Illinois Central railroad offices. Those from St. Anne who attended the wedding were Mr. and Mrs. Louis Duclos and daughter Burnette and Mr. and Mrs. Adrian Duclos. The bride is not an entire stranger to the people of St. Anne, as her parents were residents of this place a number of years ago, when she was a small child. Their friends wish them health, happiness and all the good things of life.

LOCAL FREIGHT OFFICE, SOUTH WATER STREET

Executive Department

Mr. Wells attended the annual meeting of the American Association of Freight Agents, held in Cleveland, Ohio, June 17th, 18th, 19th and 20th.

Out-Freight Department

We are very glad to welcome home three of our clerks, namely, Charles Lahoda, Frank Barr and Joe White. We still have six from this department left in the service.

May 28th, Theodore Schronski and Sophia Mulzoff were married. Several of the clerks and department heads attended the wedding, and reported the occasion very much to their satisfaction.

June 4th, Joseph Grund and Lillian Hartig were married. Shortly after they went to Denver, Colo., to spend their honeymoon. We wish to extend our best wishes for a long and happy married life to Mr. and Mrs. Schronski, and also to Mr. and Mrs. Grund.

Edith Sunney, Laura Tomscheck and Gertrude Kudella are spending their vacation in Colorado Springs and Denver, Colo.

Claim Department

The following is a letter from N. Perlman, Co. H, Fourth Infantry, A. P. O. 740, A. E. F., addressed to, C. M. Carbaugh, of this department:

Saffig, Germany, February, 1919.

A Few Lines from the Rhine

We left from old Camp Custer the 16th of last July,

And just seven days later kissed the dear Old States good-bye;

It took sixteen days for our transport to reach a foreign port,

But believe me, Paddy, feeding the fish certainly is great sport.

We rambled over England, and saw London at a glance,

And hopped the English Channel to old LaHavre in France.

We saw some old time buildings, and signs with funny names,

And people wearing wooden shoes, and lots of homely dames.

We there boarded a box car for a place who's name I'll tell,

A little town called Veagues, and they drilled us there like Hell.

The 85th was split up then, and they came to a decision

To ship a few of us old "Bucks" to the noble Third Division.

Another three-day box car ride, and the "Bucks" were full of gloom,

As thirty-two "Bucks" in a ten-foot space don't have a lot of room.

We left our "Special" and hiked twelve kilos 'till at last we did report,

To a town in the Jungles by the name of Gondrecourt.

My hotel was a hay loft, and they said it was the best,

If this was so. I sure would like to neck in at the rest.

Soon again I rolled my heavy pack, but I didn't have far to go,

As they shipped me to another town I think they called Loneaux.

Another "Looie" came and took me under his protection,

And said "'Old Buck' come on with me to the Intelligence Section."

All went well for a week or so, until one balmy night

The orders came, "Roll up your packs, we're off to the front to fight."

Well, then our troubles started, and to hike we had a chance,

And I wore out several pairs of "hob-nails" on the roads of Northern France.

We hiked by night and slept by day in woods along the way,

And our packs began to lighten as we threw
extra junk away.
We rambled to the Toul Sector, and up to
old St. Mihiel,
And when we saw a few dead stiffs how
funny we did feel.
The Yanks sure had their nanny, for they
made the Jerries dodge,
And you ought to see the fireworks when
the Yanks put over a barrage.
We then went to the Verdun front, or
rather a roaring Hell,
And I guess I'll have to see you if this
story I must tell,
Of how my Buddies fought and died on
this field of Hell,
And 'twas here that yours truly was struck
by a piece of bursting shell.
They shipped me to a hospital, and my
friends I did not see,
Until they sent a bunch of us up here to
Germany.
Well, Paddy, I'm back with my Buddie,
and sure am feeling fine,
And I sampled all the "Grape Juice" they
make up on the Rhine.
I hear the bugle blowing, "Pay Day, come
and get your Jack,"
But don't forget to write a line soon to
your old friend Nat.

Mr. O'Brien, of this department, is reported to be very ill. We sincerely hope for his speedy recovery.

James Maher, of the 33rd, George Russell and Francis Noonan have all returned from the service. Welcome home, boys.

The Indoor "Cubs" of this department will soon be in first place. A little more practicing up at noon hours and we will make the Giants blush.

Weldon Passenger Yard

Mr. A. P. Miller, chief clerk, at Weldon Passenger Yard entered the office all smiles the morning of June 11th. A little chief clerk had arrived at his home the night before.

Mr. Joseph Sebastice, gang foreman at Weldon Passenger Yard is passing the cigars upon the arrival of a ten-pound boy, June 12th.

TERMINAL FREIGHT AGENT, FORD-HAM, ILL.

Car Record Clerk Miss Anna Gibbons has left for New York, where she has gone to spend her vacation.

Assistant Disposition Clerk Sidney Morris, accompanied by his mother, brother and sister, is spending his vacation at Des Moines, Iowa.

SPRINGFIELD DIVISION

Nathan Dowell was checked in as agent at Armstrong, June 4, vice W. E. Mortenson.

Freeman Skinner accepted a position in the superintendent's office May 20, relieving H. Getzendanner.

Miss D. Morrison spent Sunday in Chicago recently.

E. H. Baker, trainmaster at Champaign, was a business visitor in Clinton, Thursday, June 12th.

A. J. Perry was checked in as agent at Ramsey, June 16, vice M. D. Partelow, who returned to work as operator at Moweaqua.

Wayne Burkam is working at Chestnut for a few days, as agent.

Miss Eva Gilliland has returned to work as operator at Maroa after several days vacation.

Mr. Grant, of Chicago, was in Clinton, June 12th.

Mr. Shaw spent Tuesday, June 17th, in Springfield.

N. B. Clark, of Springfield, G. W. Morgan, of Decatur, and M. Sheahan, of Rantoul, attended the division staff meeting in Mr. Shaw's office, June 16th.

W. E. Kellington visited his parents in Decatur recently.

H. Getzendanner visited Kankakee recently, looking after personal interests.

D. Y. Geddis, superintendent of the Pennsylvania Lines, of Decatur, called to see Mr. Shaw the afternoon of June 17th.

Road Department

A. L. Apperson has taken a position as temporary rodman in the engineering department, on this division, in the place of K. C. Luke, who was married in San Francisco the past week.

P. H. Croft, assistant engineer, and wife have returned after a short visit in Fulton, Ky.

Miss Edna Burke, stenographer in the roadmaster's office, and Miss Geraldine Reynolds, stenographer in the yardmaster's office, spent a day at Starved Rock, Ill., recently.

Motor Car Repairman William Draper, who was recently operated on for appendicitis in the John Warner Hospital, is reported to be getting along nicely, and will soon be able to be out again.

Extra Gang Foreman W. K. Horn has returned from a business trip to New Orleans, La.

Valuation Engineer H. E. Shelton and wife are spending a few days in Chicago.

John J. Phillips, chief clerk, spent the week end at his home in Pana, Ill.

Frank J. Kraft transacted business in Wapella yesterday.

Clinton Shops

D. T. Hess, roundhouse foreman, and wife will visit in Nashville, Tenn., for several days.

Dan A. Gallagher and John Hamilton attended the parade of the 33rd Division in Chicago, and also met Thomas Hamilton, a

brother of the latter, who has been in overseas service with the 33rd Division.

A. E. Jordan and Lyle Crum, piece work checkers, made a business trip to Cairo.

Miles Crystal, fireman on the Springfield district, who has been in overseas service for the past year, has received his honorable discharge and has resumed his duties as fireman.

E. C. Jordan, furloughed clerk, is on a ten days' furlough and is visiting friends.

F. S. Bogan, car foreman, is visiting friends and relatives in Amarillo, Texas, for several days.

Warren Hickman, piece work checker, made a business trip to Decatur.

Otto Young, M. C. B. clerk, is spending his vacation in Jacksonville, Fla.

Mrs. A. H. Fish visited in Decatur recently.

The Clinton shops baseball team will play each morning during the DeWitt County Fair, at the Fair Grounds, to be held August 4, 5, 6 and 7.

Conductor C. Niccum, wife and daughter, Beulah, expect to leave within a few days for an extended trip to Colorado.

Mrs. E. T. Anderson, wife of Conductor Anderson, and daughters Gwendolyn, Nellie, and son, Elmer, will spend several weeks with relatives in Jonesboro, Ark.

Brakeman C. T. Comer has been granted a short leave of absence, and will spend the time visiting with relatives and friends in Jasper, Ala.

Conductor V. E. Daniels and wife and daughter, Doyne, have gone to Rapid City, S. D., for an extended visit with relatives and friends.

Brakemen C. Wannebo, Earl Stout and R. I. Murray, who have been in army service, have been honorably discharged from the service, and returned to their former positions as brakemen on the Springfield division.

Brakeman E. E. Newlun, who recently underwent an operation in the John Warner Hospital at Clinton, has fully recovered and returned to work on the Springfield division.

Passenger Conductor M. J. Kennedy was out of the service about one week on account of illness, he being relieved by Conductor C. L. Taylor.

Passenger Conductor C. P. Freeman and family, together with Flagman E. L. Mitchell, expect to leave within the next few days for Havana, Ill., where they will spend several weeks fishing.

Conductor W. C. McConnell and wife have returned from an extended visit with their daughter in Chicago, and Mr. McConnell has reported for duty.

Engine Foreman R. W. Clemons was out of the service several days recently looking after some important business matters.

Conductor G. E. Parkison has recently returned to work after undergoing an operation at his home in Decatur.

On June 4th, in Vicksburg, Miss., occurred the wedding of Miss Rosalye Calder to H. W. Doyle, our genial claim agent. Immediately after the wedding ceremony Mr. and Mrs. Doyle left for the East, where they visited a number of points of interest. While Mr. Doyle has only been with us a short time he has made a host of friends, who wish him and Mrs. Doyle a happy and prosperous married life.

MINNESOTA DIVISION

Floyd Belscamper, who before entering the service with the Thirteenth Engineers was employed as an operator on the Minnesota division, at Waterloo, has since his return become a benedict. Belscamper has the good wishes of all his friends. He expects to return to work very shortly.

Conductor H. H. Everhart, the other Minnesota division representative in the Thirteenth Engineers, has returned to his work, and is now acting as conductor on the Cedar Rapids night local. Herman says railroading over here is a heap easier than overseas.

Division Accountant G. A. Saunders has just returned from a week's vacation, having spent the same with his brother at one of the army camps in Texas.

Paul Ryan, formerly roadmaster's chief clerk in this office, and at the time of his enlistment secretary to the general superintendent at Chicago, has arrived in New York from overseas, with the Twenty-fifth Engineers.

The office force of the superintendent and members of the division staff at Dubuque had a very enjoyable picnic supper at Union Park Saturday evening, June 21st. The feed, planned by the young ladies in the office, was a sumptuous one, and the evening was spent in dancing and roller coasting.

Members of the division office force are planning their 1919 vacations, and it is planned to allow 14 days this year. This is welcome to those concerned, considering the "No vacation" or "Short vacation" rule in effect during the war period.

Division Accountant G. A. Saunders, Division Auditor J. C. Neft, D. V. Accountant Gust Uhr and D. V. Rodman R. S. Hanson attended D. V. accounting meeting in Chicago during the past month, and report having thoroughly enjoyed and profited by the discussions brought forth.

During the heated period the division accountant's office decided to take only a half hour for lunch, and as a consequence are through with the day's work at 4:30 p. m.

George Mullinix, instrument man, has been transferred to the engineering department at Chicago, and has been succeeded by F. D. Smith, recently returned from army service.

We are glad to welcome W. B. Livingston as claim agent for the Minnesota division. Mr. Livingston succeeds E. A. McCarthy, resigned.

Warren Stephenson, of the superintendent's force at Mattoon, was a visitor in Dubuque for several days. All who were fortunate enough to meet him, thoroughly enjoyed his visit and especially his interesting description of experiences while with the Thirtieth Engineers.

Operator Charles T. Coffey, at KB office, Dubuque, is wearing the "smile that won't come off." Cause—fine new baby boy, Charles Lewis Coffey.

Exchange Operator Martha Wunderlich recently spent over Sunday in Chicago with friends and relatives.

Chief Dispatcher P. E. Talty has been on the sick list for several days. His many friends wish him a speedy recovery.

Frank Hardy, who before entering army service was employed in the superintendent's office at Dubuque, has just returned from France with the 88th Division, 351st Machine Gun Company, and is looking as though the experience helped him greatly.

Donald Huntoon, who before enlistment was employed in the general superintendent's office at Waterloo, called at the offices at Dubuque recently, just having been mustered out of Camp Dodge after a year's service in the Motor Transport Corps in France.

Several of the young ladies in the superintendent's office are agent pupils of Annette Kellerman. (Miss Elsie Heitzman file clerk, today is our champion and bids fair to rank in the life saving class.) Applications for life saving now cheerfully received.

J. R. Sims, who before enlistment in the army was agent at Scales Mound, has just returned from a year's service in France, and is visiting with his home folks in Tennessee, after which he expects to resume his duties on the Minnesota division.

Dubuque recently entertained the Iowa state convention of the B. P. O. E., and a great many Illinois Central employees were entertained as a consequence. Dubuque's location, so near an oasis in this wide and dry desert, proved to be a drawing card, inducing from the attendance. Next time possibly it won't be so wet.

KENTUCKY DIVISION

Supervisor Dearing, who has been on the sick list the past few days is out again.

Dispatcher W. E. Davis has returned from

his vacation—having spent same in New Orleans and Memphis.

Miss Gertrude Maxwell returned today from 10 days vacation in Detroit, Michigan, with her folks.

Agent Wadlington from Hopkinsville was with us a few hours recently.

Train Master Downs held his monthly safety meeting recently. Account of the approaching storm, there were not very many present, however, we had a very interesting meeting.

Agent Blades was called to McLeansborough, Illinois, recently account death of his sister.

Agent H. D. Bailey of Waverly, who has been in France for 10 months has returned and is back at his post.

Miss Gertrude was called to Martin, Tenn., account of death of her grandmother.

Traveling Engineer Evitts and Master Mechanic Walker were in Princeton a few hours this week.

Engineer J. J. Buckley, who has been on the sick list is out again.

Operator G. R. Newman and wife spent a day in Louisville recently on business.

Traffic Service Agent Kamp was with us recently.

Mr. F. W. Harlow, division passenger agent at Louisville has been very ill with pneumonia at St. Mary's and Elizabeth's hospital for the last three weeks. It is sincerely hoped he will have a speedy recovery.

Twelfth and Rowan Streets, Local Freight Office, Louisville, Kentucky.

Decoration day of this year found the Twelfth street front and rear offices' respective baseball teams on their wheels and ready to roll in the annual local race for Illinois Central office supremacy.

During the entire game the infielders worked like machines, but any fast freight to the outfield was invariably lost or chances damaged, much to the disgust of Chief Claim Clerk Rose, captain of the Fronts. The outfielders, living up to their railroad training, counterbalanced this inconsistency by "stealing" many bases. Gramig, in fact, tried to steal second with a team mate perched thereon. Grossman, of the Rears, grew cross at the apparent 8-8 tie, and in the ninth tracked one over third for the winning run. Surprisingly good pitching by Nickelies, Heffernan, Kilkenny

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

and Finnegan, also agent for Fronts' first station, Chief Clerk E. M. Shaughnessy's fielding featured.

William T. Grossman, first bill clerk, is at his desk after spending a week in Chicago, Ill.

R. H. Pinkerton, traveling car agent, made a check of the Louisville station on May 21st.

H. G. Schoenlaub, C. A. Miller, William Heffernan and Martin Kilkenny visited Lookout Mountain, Chattanooga, Tenn., on Sunday, May 25th.

We record with deepest regret the death of the mother of Miss Anna Macke, clerk in our cashier's office here. We extend heartfelt sympathy to the bereaved family and friends.

Traveling Auditors E. E. Troyer, H. L. Bradshaw and E. L. Yonts are checking the accounts of the Louisville station.

We had with us on June 5th, Mr. Sullivan, representing manager, perishable freight service, Chicago.

G. King, agent at West Point, Ky., paid us a visit on June 3rd.

On June 6th C. F. M. Tinling, supervisor of demurrage and storage, in company with A. D. Caulfield, superintendent of the Mississippi division, paid us a visit.

J. P. Lauffer, former employe in this office, has just returned to the United States after having distinguished himself in the service, in both France and Germany. We hope to have him with and among us soon.

Michael Welsh, a member of our messenger force, is enjoying a week's vacation.

TENNESSEE DIVISION

Superintendent Hevron has resumed his duties and is wearing his usual smile, after having been absent from the office several days on account of illness. The "Boss" was a pretty sick man, but we knew from his steadfast determination of doing things that he would pull through O. K.

B. F. Evans, chief clerk to Superintendent Hevron, is enjoying his annual vacation.

Mrs. R. W. Halen, clerk to trainmasters, Fulton, has been absent from duty several days on account of illness.

General Foreman Jake Huddleston, Fulton, has recently returned from a two weeks' vacation in Oklahoma. He says the crops are looking fine. We are wondering what he knows about "crops."

Roadmaster S. J. Holt has resumed his duties, after having been absent from his office several days on account of sickness.

Division Accountant W. P. McAdams made his usual visit to Greenfield the other day.

Well, he has come and gone. Mr. Hines, on his special train, chaperoned by Messrs. Kittle, Clift, Downs, Beven, Poterfield, Egan, and Hevron and several others,

moved over this division May 12th, with the usual customary good record and prompt handling. Several of the boys were disappointed because of the fact he did not stop over with them and promise to grant them an increase in salary.

Traveling Engineer Shepherd attended the Shriners convention at Indianapolis, June 10th.

Frank P. White has recently received his discharge from the army and has resumed his old position as clerk to Chief Dispatcher Mays.

Assistant Engineer John M. Hoar has recently returned from California, where he spent his vacation.

W. B. Romine, train dispatcher at McCombs, was a social visitor the other day.

Chief Dispatcher T. J. Smith, at Jackson, is enjoying his annual vacation.

Machinist Ed Heywood, at Fulton, went to Paducah Hospital the other day.

Conductor Fred Ball found a man riding a "bumper" between the chair and the dining car on No. 10, June 1. He made him come inside the car and pay regular fare.

J. F. Walker and wife spent Sunday, June 8th, with Master Mechanic Grimes and family in Jackson.

Mr. and Mrs. A. R. Sykes spent a day in Paducah, Ky., recently.

Word has been received that C. B. Conn, former accountant in the master mechanic's office, has arrived from overseas and is now at Camp Oglethorpe.

The sad news of the death of Private Floyd Chandler, of the Signal Corps, which occurred at LeMons, France, on May 6th, was received by his mother recently. Mr. Chandler was clerk in Frogmoor yard and entered the army last July.

E. L. Purdy, former chief clerk to District Foreman King, at Birmingham, has returned from overseas and will soon be back on his old job.

G. H. Brooks, roundhouse clerk, accompanied by his daughter, Miss Elizabeth, visited in Memphis last week.

Switchman Tom Hale celebrated his (?) birthday, June 18, with a birthday dinner, which was attended by Trainmaster Young, as well as all switchmen located at Fulton Yard. Mr. Hales failed to have the required number of candles on the cake, possibly due to the fact that the cake was not large enough. Those who were fortunate enough to attend reported a good time.

Jackson, Tenn., Shop

Master Mechanic Grimes, wife and daughter, are spending several days at Atlantic City.

Miss Katie Patterson, stenographer in the master mechanic's office is spending her vacation at various points in the east.

Mrs. Ehtel Penrose, cashier at freight office, spent several days recently with friends at Nashville. Her position was acceptably

filled by Accountant Myers during her absence.

Division Storekeeper Hoyt, of Water Valley, spent the time between trains at Jackson while enroute to Chicago to attend the banquet tendered Mr. A. C. Mann.

General Foreman E. E. King, of Birmingham, and W. H. Wright, of Haleyville, attended staff meeting at Jackson recently.

Blacksmith Foreman, T. O. Martin, is spending his vacation on the Atlantic coast.

Stock Keeper Chas. Hutchinson has moved his family from Water Valley to Jackson, Miss.

Mr. G. H. Brooks, day round house clerk, spent a day or two in Memphis recently visiting relatives.

Freight Agent, F. B. Wilkinson, attended a business meeting in the superintendent's office recently.

Assistant General Manager Downs and General Superintendent Egan were Jackson visitors recently.

MISSISSIPPI DIVISION

On Wednesday, June 11, the local employees of the Illinois Central Railroad and their families held their forty-fifth annual picnic. General Chairman Will J. King, Secretary R. R. Mauldin and all the other committeemen worked hard and faithful to make the picnic a success—how well they succeeded is attested to by everyone of the great crowd present. The officers and committeemen having the affair in charge are due great credit for the excellent manner in which it was conducted and the excellent program of amusement and entertainment provided for the thousands present. A vote of thanks is also due that live, progressive, big hearted gentleman, Hon. W. C. Bryant, who so generously and freely turned his plantation grounds over to the picnickers, and further did everything possible for the convenience and pleasure of the great crowd present. Fully 4,000 to 5,000 people were present and enjoyed the day. Excellent music had been procured and a fine large dance platform afforded opportunity for all who cared to dance. A fine program of sports and contests were carried out and there wasn't a dull moment during the entire day. An airplane arrived about the noon hour and thrilled the vast crowd by performing various stunts. In fact the forty-fifth annual railroad picnic was the best one held for many years.

Mrs. Gertrude Turner, clerk in superintendent's office, accompanied by her son, Master Hudson Turner, left recently for a two weeks' vacation which will be spent several points in the West, including Yellowstone Park.

Miss Hortense Baker, the popular clerk in the chief's dispatcher's office, returned to her home in Blytheville, Arkansas, June 1.

Have you noticed the "Smiles" Gladys and

Katie Mai have been wearing the past few weeks? Yes, they have arrived safely from overseas and are expected home shortly.

Mr. D. D. Crawford, of Aberdeen, has accepted position as trainmen's timekeeper in the superintendent's office at Water Valley.

Johnnie Anderson, formerly clerk yard master's office at Water Valley, has been transferred to clerk in the accounting department, superintendent's office.

Mr. W. P. Taylor, who has been in the engineering department on this division for several months, assisting in closing out 1918 work authorities, was transferred to Chicago, effective June 16.

Louisiana Division

Assistant Accountant Floyd M. Cook took his vacation last month, and spent most of his time on the Gulf Coast. He admits he had a most enjoyable time there and took a bath every day, regardless of the regular Saturday periods.

Our popular file clerk, Miss Ruby Railroad, has at last left us. She was married on June 4th to Mr. Floyd Heberer of Hamilton, Ill., and left that night for the North. We all regretted very much to see her leave and wish her much happiness in her new life.



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However, we hope she won't forget her old friends "down South."

Miss Katie Browne's latest hobby is throwing rice at newly weds. We saw you the other night, Katie, and we intend recommending you to John McGraw.

Miss Nannie Middleton, stenographer in the road department, spent her vacation "somewhere in Louisiana." Oh Boy! Nannie does he live there now?

We recently enjoyed a brief visit from Mrs. M. Cronin, who was formerly employed as tonnage clerk in the superintendent's office at McComb, but is now timekeeper in terminal superintendent's office at New Orleans.

We regret to record the death of the father of one of our stenographers—Miss Georgetown Ott, which sad event occurred at his home in Osyka, Miss.

Mr. Wm. McCubbin, chief clerk to the superintendent at McComb, accompanied by his wife, is spending his vacation in Hot Springs, Ark.

Mr. C. M. Anderson, Regional Supervisor of Safety, and Mr. S. S. Morris, general chairman, Safety Committee, attended our last Safety Meeting at McComb. We all enjoyed their visit as they gave us some very good pointers for working up something new about "Safety First."

Wiley Wilkerson, tonnage clerk, was seen in Harlan's Motor Shop looking over some new machinery. Wonder if Wiley intends securing a patent on some new calculator to enable him to figure the increase in tonnage?

Worth McKnight, another of our tonnage slaves, bought an auto the other day. It is very nice of you Worth, and we hope to enjoy a ride with you some time, but don't forget the NINE O'CLOCK BELL.

Our Comptometer Operator, Miss Mildred Whittworth, is spending her vacation with relatives in Georgia.

Miss Mary Browne, Efficiency Clerk in the Superintendent's office, intends spending her vacation at Camp Pike, Ark.

Our Chief "Hello Girl", Miss Beulah Youngblood, spent two days in New Orleans recently.

Traveling Engineer J. M. Hopkins, accompanied by his wife, made a brief trip to Nashville, Tenn., to attend the graduating exercises of Vanderbilt University, where his son, a student, graduated this year.

Mr. H. B. Higgins, Chief Accountant in the Superintendent's office at McComb, has been quite ill recently suffering from an attack of appendicitis. Lots of Hig's old friends will be sorry to hear of his illness. He has been working very hard to close out his May accounts, when he intends to enter the I. C. Hospital at New Orleans for medical treatment.

Mr. T. M. Pittman, Assistant Engineer,

Louisiana Division, made a flying trip to Chicago to make arrangements for shipping his household effects to this point.

Mr. Jos. E. Comeaux, Timekeeper in the Mechanical Department, paid us a visit some time ago. We were glad to see him, in view of the fact that he is one of the most competent Timekeepers in the Mechanical Department, keeping his name at the top of the list for having his distribution sheets balanced.

Mr. D. D. Flinn, our Division Electrical Foreman at New Orleans, paid us a visit several days ago. We appreciate your visit Mr. Flinn and trust you will enjoy yourself in our city.

NEW ORLEANS TERMINAL.

Miss Augusta Zinser was quietly married by our matrimonial lord, Judge Traub Gretna Green, La., on May 19, 1919, to Mr. Maxwell Grant Dodson, of New Jersey. She will be greatly missed by her fellow workers on account of her very charming disposition. We wish her all the happiness that goes with married life.

Mr. W. J. Reily, who saw active service on the "front," is back again at work in the export department. Reily enlisted when war was first declared and was later transferred to the Rainbow Division. He was gassed and confined to the hospital in France for three months. He is now looking fine.

Mr. R. H. Blackwell is back again at his old post—assistant to the chief clerk. He was with the supply train in France since last August and did good work, but still seems disappointed that he did not get the opportunity to get out on the first lines. He looks fine and every one was pleased at his return.

Jas. Bolton has left for a thirty days' sight-seeing trip around the bright lights on Broadway. Don't let the bright lights blind you, Jimmy. D. J. Estopinal, from the bill desk, is his traveling companion.

Hearts and flowers, wedding marches, orange blossoms, June brides and cupid's rampart on bleeding hearts. It must be terrible when a fellow gets like that. Who would ever think that Joe Moock and Johnny Olsen would get such a disease. Rumor has it that these boys will be joining the benedicts shortly. Who are the lucky ones? Ask Alice and Annie, they will tell you.

Some one said that Jesse Ford, from the

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levee depot, is a flivver as an orator, but as a time-killer he is a Marmon Six. Jesse always had a good line.

There is some style in the cashier's office now. We wear pinch glasses, with ear chain, etc., and every one says we are good looking.

JE AIME VOUS.

(Dedicated to the boys from the New Orleans local freight office who went to France.)
Je aime vous, as he said "Good-bye,"

He told a maid of France,
"Je aime vous," was her reply,
"Vous revenoo, La France?"

"Mais oui" he quickly answered,
As he dried her tear dimmed eye,

"Je revenoo, toot sweet, pour vous"—
Though he knew he told a lie.

"Pour quoi vous crier" he whispered low
Je par parti toujours,

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(Which wasn't very pretty French,
But she understood, I'm sure.)
"Say what's that, Kid, you're crying for,
I'll return from 'Over There.'"
(He most forgot he must speak French,)
"Now, vous par crier, ma chere."

Then "Au revoir" he whispered,
As he dried her other eye.
"En bras moi" then he asked her,
And a kiss was her reply.
And then he swiftly went his way
To the girl he left behind,
He thought he had the maiden fooled—
But—the maiden wasn't blind.

And just as soon as he had gone,
A son of France, somehow
Just chanced around to visit her
And then renew his vow.
For though the Yankee thought he read
Belief within her eye,
And only told her "Au Revoir"
But she knew he meant "Good-bye."
—William D. Riley, Jr., *Clerk Inbound Freight*
Dept. Local Office, New Orleans, La.

MEMPHIS TERMINAL

The office force of the terminal superintendent's office laid aside their pencils and cuffs Decoration day and journeyed to Russwood Park and enjoyed the afternoon watching the Chicks and Bears swat and toss the old onion around the lot.

Tommie Mundy, formerly employed in the agent's office, Canton, Miss., has been transferred to the position of file clerk in the terminal superintendent's office.

J. R. Burns, chief clerk to the terminal superintendent, has returned to duty after spending a pleasant two weeks' vacation at Lake Charles, La.

At last the long expected has become a reality. August W. Geighler, terminal superintendent's office, has decided he needs a chaperone, and has embarked to unknown shores on the Sea of Matrimony. Congratulations, Bill, we did not think you would or could do it.

The stork has been very busy in the terminal roadmaster's office. The old, long billed and feathered bird recently paid Supervisor of B. & B. J. B. McBride a visit, leaving a fine boy, and left girls in the homes of C. B. Hall, chief clerk to the roadmaster, and W. H. Gould, clerk to Supervisor B. & B. McBride.

The employees of the third floor, Grand Central Station, are curious to know why Birch McDonald has so much unfinished business in the roadmaster's office. Can you enlighten us, Miss Phillips?

Memphis Shops

The Illinois Central shops were recently paid a visit by Messrs. Dodge, Turley and Lindrew, in charge of the fuel car. Former

Traveling Engineer B. J. Feeney was also with the party. Several classes were held and enthusiastic fuel experts dwelt upon sundry ways of saving fuel (coal). From the interest displayed we feel that the Memphis terminal will obtain 100 per cent efficiency in saving fuel, if such a mark is obtainable.

Tank Foreman J. V. Smith has a new Dodge, and has become very adept at running it.

Engineers W. A. Hoover, Hunter Archer and Fireman Nelson Palmer have returned after being honorably discharged from the Thirteenth Engineers.

General Car Foreman H. L. Arnold is greatly missed at the Nonconnah shops these days. His absence is due to a very serious illness. However, it is noted that he is on the road to recovery, and every one is looking forward with pleasure to his return.

The much discussed bird, the stork, made a call at the domicile of Assistant General Car Foreman E. E. Arnold several weeks ago, and after its departure a big ten-pound car repairer was discovered.

Engineer B. P. Reed, Battery D, 312th Field Artillery, arrived at Newport News, May 23rd. After being honorably discharged he returned to Memphis, June 9th.

Fireman J. P. Wright, who has been seeing some hard service "Over There," is now home, enjoying the summer breeze.

The many friends of W. H. Watkins are glad to hear that his health has improved considerably, and that shortly he and his wife will return from Nevada, Mo., to their home in Memphis.

Jimmy Moore, apprentice, has been lately pressing concrete on La Clide avenue.

Engineer G. J. Heider is spending a 60-day vacation on his farm in Iowa. We haven't heard yet whether he is trying to raise wheat or prices.

Engineer C. W. Jones, after spending five months in the Golden West seeking the Fountain of Youth, has returned to service full of vim and vitality.

G. L. Thompson, chief accountant in the master mechanic's office, recently purchased a home on McLemore avenue, and will move there the latter part of June. The moving fever seems to have struck quite a number of others also, as Charles Elvin, clerk in the general foreman's office, and L. A. Dolan, engineers' clerk in the master mechanic's office, will also move into new homes this month. Dolan, better known as "Johnny," says it's cheaper to move than stav still this weather.

William Wilson and F. E. Jones, clerk and distribution accountant in the master mechanic's office, spent a few days in Paducah recently.

Paul Hockersmith, who "Fo de War" was of the master mechanic's clerical force, has been discharged from the Marines. Paul has about decided not to go back to adding figures, but will make a try at the mechanical line. With plenty of muscle and plenty of grit, we are sure that Paul will make a hit.

The friends of Earnest Rogers, clerk in the general foreman's office, have decided he would make quite a success as a photographer, that is judging from a few close range pictures he took last week of some of the other members of the office.

The entire division joins us in extending our deepest sympathy to W. F. Lauer, general foreman of the Memphis shops, in the death of his father on the 16th of this month.

The father of Miss Sarah Walker, stenographer in the storekeeper's department, died at his home in Memphis the latter part of May. We extend sympathy to the family.

Vernon Gleaves, labor accountant in the master mechanic's office, accompanied by his wife, left the 15th of the month for a trip to Chattanooga, Atlanta, and Charleston, S. C.

Mrs. Jennie Bellows Payne, of the mechanical department, is confined to her home on account of a severe attack of neuritis.

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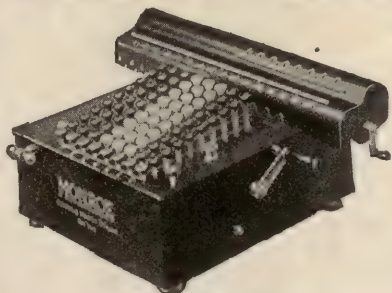
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ILLINOIS CENTRAL MAGAZINE

AUGUST 1919



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ANDREW P. HUMBURG.

BORN in Missouri. Attended University of Missouri, Northern Illinois Normal School, at Dixon, Chicago College of Law (Lake Forest University) and Soper School of Oratory. Admitted to the bar of Illinois in 1893 and of the United States Supreme Court in 1916. Entered the service of the Illinois Central R. R. traffic department in 1889; transferred to the law department in 1895; law clerk and secretary, 1895-1899; chief clerk, 1899-1906; attorney, 1906-1911, and since then commerce attorney, except July 1, 1918, to June 11, 1919, when he was attorney for the United States Railroad Administration, Washington, D. C.

ILLINOIS CENTRAL

Magazine

Vol. 8

AUGUST, 1919

No. 2

United States Railroad Administration

Director General of Railroads

Illinois Central Railroad—Yazoo and Mississippi Valley Railroad

Office of Assistant General Manager

ALL CONCERNED:

Attention is directed to an article, which I am reproducing, prepared by Commissioner McChord of the Interstate Commerce Commission, appearing in the Railway Age under date of June 20, 1919, on Flagging, especially that portion with reference to accidents.

Chicago, July 15, 1919

An article prepared by so eminent an authority needs no comment, and the desired purpose will be served by all Officers and Employes who carefully and intelligently read and study same.

L. A. DOWNS,

Assistant General Manager

Flagging and Its Relation to Railroad Accidents

Review of American Experiences with the Flagging Rule; Things Needed to Improve the Practice

By C. C. McChord, Interstate Commerce Commissioner

THE report of the Interstate Commerce Commission upon a rear-end collision which occurred on the Philadelphia & Reading Railroad near Fort Washington, Pa., on January 13, 1919, has recently been issued. The collision was between two passenger trains originating at Philadelphia; it occurred about 15 miles north of that city. One of these trains, a local consisting of 8 wooden coaches left Philadelphia at 5:30 P. M. and was stopped and delayed just south of Fort Washington on account of a preceding freight train block-

ing the tract. The following train, known as the Scranton Express, left Philadelphia at 6 o'clock. The engineer of this train stated that an automatic block signal located about 4,000 feet south of the point of accident indicated clear, and he proceeded past this signal with undiminished speed; under the circumstances, however, this signal should have been in the caution position. Approaching the point of accident, his view of the track ahead was obstructed by an over-head highway crossing with bridge abutments close to the track, also

a railroad bridge over the Philadelphia & Reading track, together with sharp curves and trees located along the right of way.

The flagman of the preceding train had gone back some 1,500 feet for the purpose of protecting his train, but on account of the local circumstances the engineman of the Scranton Express was unable to see him in time to bring his train to a stop before colliding with the preceding train.

The colliding locomotive telescoped in the rear coach of the local train for a distance of about 45 feet, entirely demolishing that car. Thirteen passengers and one employe were killed and twenty-two passengers were injured.

A thorough investigation and extensive tests of the signal system at this point were made by the employes of the railroad company as well as by representatives of the Interstate Commerce Commission. This investigation disclosed no condition which could have caused a false indication of the signal, and the conclusion was reached that the engineman either misread or overlooked the caution signal indication.

A contributing cause of the accident was the failure of the flagman of the local train to go back far enough to insure full protection to his train. The investigation disclosed that the flagman went back a distance of approximately 1,500 feet from the rear end of his train and he was within the range of vision of the engineman of the approaching train for an additional distance of about 750 feet. As the results of this accident show, sufficient distance was not provided to enable the engineman of the express train running at full speed to bring his train to a stop before reaching the point of collision. Tests made subsequent to the accident with a similar train confirm the conclusion that the flagman was not in position to warn the engineman of the approaching train of danger in time to enable him to prevent the collision.

The rule of the Philadelphia & Read-

ing Railroad Company prescribing the flagman's duties in a case of this character provides that when a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. According to evidence in this case a period of at least 15 minutes elapsed between the time the local train stopped and the time the express train approached. It is clear, therefore, that the flagman had ample time to have continued back far enough to insure full protection to his train.

The flagging rule on the Philadelphia & Reading Railroad is similar to the rule in effect on practically all railroads in the country. Some roads have elaborated upon this rule to the extent of specifying minimum distances which are considered to provide adequate flagging protection. But experience has shown that on account of the widely varying factors affecting flagging protection, such as speed and weight of different trains, weather conditions, grade and curvature of track, it is impracticable from an operating standpoint to make this rule specific and absolute in its requirements. It is, therefore, a practical necessity to rely to a very considerable extent upon the experience, discretion and judgment of a flagman for the proper protection of his train under the local circumstances and operating conditions existing in each case. This is true not only with respect to the interpretation of the requirements of a rule when applied to any particular location, but also to the judgment of the man as to what constitutes adequate protection under any given circumstances.

It is a universally recognized principle or requirement where automatic block signals are in use that the signal system must not be relied upon entirely for protection; the fact that train movements are protected by automatic block signals does not alter the requirements of the flagging rule. Under the cir-

cumstances in the Fort Washington wreck, if the engineman of the express train had properly observed the caution indication of the automatic block signal involved, he would, no doubt, have been able to bring his train to a stop after seeing the flagman in time to prevent the accident. But the flagging rule contemplates that adequate protection shall be furnished in a case of this character, even though the engineman, as in this case, overlooks or for any reason fails to heed the signal indications. Had the flagman gone back as far as the available time permitted in this case of at least the maximum distance required for bringing a train running at full speed to a stop, he would have been able to warn the engineman of the presence of the preceding train in time to prevent the collision, notwithstanding the failure of the engineman to heed the signal indication. The flagman had had nearly 15 years' railroad experience and his service record was good. He exercised poor judgment in this case, and no doubt relied upon the automatic signals.

The Interstate Commerce Commission has been conducting investigations of serious railroad accidents for the past eight years. Since July 1, 1911, a total of 567 accidents have been investigated, of which 358 were collisions, and in 111 of these collisions flagmen were involved to a greater or less degree. Of the 358 collisions, 139 were rear-end collisions, and in this class of accidents there were 76 in which flagmen were involved. Of the total of 111 collisions in which flagmen were involved, 57 occurred on lines operated by the block system, while 54 occurred on lines where no block system was in use.

The records disclose case after case in which flagmen neglected or failed fully to carry out the requirements of the rules. In some instances it has developed that experienced men have grown careless and have acted in a perfunctory manner, apparently without realizing their responsibility.

There are also a large number of in-

stances in which the flagmen exercised poor judgment, due either to failure properly to realize what was required of him in a particular case, or to lack of experience and sufficient instruction by experienced railroad men. Many instances may also be cited showing lack of proper supervision of men when entering railroad employment, or when assigned to trains as flagmen.

Another condition which has been found to exist is the fact that conductors too seldom give their flagmen specific instructions with reference to proper protection of their trains. In a large number of cases conductors have apparently taken it for granted that flagmen with comparatively little experience know what is required of them and can be depended upon properly to perform their duties. In many cases a suggestion from the conductor or a few words of instruction as to what was expected of the flagman would probably have prevented serious accidents.

One of the most disquieting features of the record of accidents in which flagmen were involved is the fact that a considerable percentage, and some of the most serious accidents which have been investigated, occurred on lines equipped with modern automatic block signals. The fact should be recognized that lines equipped with such signals carry the densest and fastest traffic in the country and perhaps in the world. It is a fact that frequently fast trains are run at such brief intervals that when a train is unexpectedly stopped or delayed, there is no time for a flagman to get back far enough to provide adequate protection for his train.

A Compendium of Flagrant Cases

An examination of the records of accident investigations suggests the following general classification of accidents resulting from the lack of proper flag protection:

1. CARELESSNESS AND FAILURE TO REALIZE RESPONSIBILITY OF THE POSITION OF FLAGMAN BY EXPERIENCED MEN. Accidents wherein experienced flagmen

fail properly to perform their duty are surprisingly common. In a recent case of this character, a train had been standing 25 minutes on the main line without protection, the flagman had visited various saloons during the preceding night and was in no condition to work. This man had had more than 7 years' experience as a trainman. In another rear-end collision, a passenger train had stopped at a flag station on account of low steam. The flagman went back and in about 20 minutes returned to the train to obtain a fuse on account of his lanterns beginning to burn low and also to see how much longer the train would be delayed. He had started back the second time, but had gone only two or three car lengths beyond the rear of his train when the following train passed him. At no time did he have any torpedoes with him, and he was unable to light the fusee as there was no cap on it. This flagman was a man of nine years' experience in train service.

In another case a train stopped with rear-end about half a mile outside of yard limits; the engineman whistled out a flagman, and the conductor told the flagman they would be there about two hours, but did not give him specific instructions to flag, as he was qualified and he considered him to be trustworthy. The flagman said he did not know the location of the yard limit board and thought his train was within yard limits, so he remained in the caboose reading and writing. Train stopped at the usual point and he said he had never gone back to flag in the month he had been running over this part of the road. Train had been standing one and one-quarter hours at the time of accident. Flagman had had eight years' experience, of which four was as a flagman.

2. **INEXPERIENCED AND INCOMPETENT MEN.** In a rear-end collision between two passenger trains, resulting in the death of 14 persons and the injury of 200 persons, the collision occurred at night. The flagman did not go back a sufficient distance, and did not use either fusees or torpedoes, al-

though he had both with him. The flagman entered the service of the company 24 days before the accident, had no previous railroad experience, and had not been examined on the rules.

In another case the flagman of a work train was given verbal instructions to go to the next station on a preceding train and hold all trains in the opposite direction until his own train arrived. The evidence indicates that when a passenger train approached from the opposite direction he did not unfurl his flag and the signal he gave was such that the engineman of the passenger train took it for a wave of the hand or a salute, acknowledging it with two short blasts of the whistle and resuming full speed. No torpedoes were used, although the flagging rule required their use in all cases. The flagman had been in railroad service a total of only four months and had never been instructed, examined or qualified as a flagman.

In another case of this character, the flagman at fault had been employed on this road less than one week, but had had some previous railroad experience. He was assigned to duty as a flagman by the trainmaster's clerk; the only question asked was whether or not he had a watch. No instructions were issued to him, and he received none from his conductor during the trip. He stated that he went out without any knowledge of the operating rules and did not even have a time table; and that he paid only half a dollar for his watch.

In another case the investigation developed that men were employed for train service by a trainmaster's clerk who had never been examined on the rules. The examination given was very perfunctory and consisted merely of filling in answers to questions contained in a printed form which was supposed to be checked over by the clerk and supplemented by such explanations or instructions as he might give.

These and many similar cases point clearly to the menace of employing incompetent and careless men in responsible positions, and emphasize the need for

the most rigid enforcement of rules and for frequent inspection and test by officers in order that they may know absolutely that rules necessary for the safe operation of trains are understood and obeyed.

3. **POOR JUDGMENT ON THE PART OF EXPERIENCED FLAGMEN.** The Fort Washington accident described above is an example of this class. In another case, a rear-end collision occurred on a six-degree curve, 550 feet from the point of curvature. From that point, there was 150 feet of tangent, 475 feet of 2-degree curve, and 1,471 feet of tangent. The grade was descending for several miles, averaging about one-half per cent. The accident occurred during the day time, in clear weather. The flagman went back a distance of 30 car lengths, which brought him to the tangent 1,471 feet in length, and there put down two torpedoes. He then walked back and forth between the torpedoes and his train, being about 24 car lengths from his train when the following train passed him. According to the evidence, the engineman could not see the flagman until within about 8 car lengths of him, although his fireman and head brakeman could have seen the flagman a distance of 60 or 75 car lengths. The head brakeman called attention to the flagman, and the engineman made a service application of the air brakes when about 12 or 15 car lengths from the flagman. The speed of the train at the time of collision was very low, the weight of the 85-car train contributing materially to the damage. The flagman had more than a year's experience and had a good record.

Accidents due to errors of judgment on the part of responsible employes cannot be entirely eliminated; the most that can be expected is to reduce their occurrence to a minimum by care taken in employing men for train service and by educating them to the responsibilities and duties and their position; also by making the rules as definite and specific as practicable.

4. LACK OF DEFINITE IN-

STRUCTIONS OR MISUNDERSTANDING OF INSTRUCTIONS.

In one case of this character the conductor sent the flagman forward to assist in switching in place of an inexperienced head brakeman; he told the head brakeman to look out for a following passenger train but received no acknowledgement from him. The head brakeman said he had not been instructed to flag the passenger train and thought the reason no attempt was made to protect was because the conductor had time on that train. Head brakeman had been in service less than four months.

In another case the conductor of a work train sent a flagman to a station with verbal instructions to hold all trains until his train arrived, but the flagman understood that he was to hold all but first class trains. He failed to hold a passenger train, and a collision resulted. This flagman had never been instructed or examined on the rules, although he had been in the service of the railroad company nine months. He had had some previous railroad experience.

Accidents due to the misunderstanding or misinterpretation of flagging instructions in connection with work train operation are common. Such cases occur because instructions are given verbally and without sufficient care to know that they are properly understood. Many roads require by rule that flagging instructions be given in writing and make it the flagman's duty to show his written instructions to the enginemen of trains flagged. This rule should be universal and should be strictly observed.

5. **DENSE TRAFFIC OR TRAINS OPERATED SO CLOSE TOGETHER AS NOT TO ALLOW NECESSARY TIME FOR FLAGMAN TO GO BACK A SUFFICIENT DISTANCE TO PROVIDE FULL PROTECTION.** There have been a considerable number of disastrous accidents in which this was a contributing cause. In one case several years ago four sections of a fast freight train were being run at high speed in a dense fog at intervals of only about 5 minutes apart. The engineman

of the third section, decided that in view of the weather conditions it would be unsafe to attempt to go to the next station, 4.4 miles distant, in 10 minutes and clear an opposing passenger train. He therefore slowed down in order to take siding. As the flagman opened the caboose door on his way out to protect, he heard the fourth section approaching and called to the conductor to jump, but the latter did not have time to do so. The last open telegraph office was 5.6 miles distant, and the fourth section traveled that distance at an average speed of 48 miles an hour and intended going to the station beyond to clear the passenger train. The third section had been running at a lower rate of speed, and this, coupled with a minute or two lost when making the stop at the siding, enabled the fourth section to overtake the third section. There have been recent examples of accidents of this character, attended by much more serious results. In one of them, the first train stopped at 3:13 A. M. in a dense fog on account of an interlocking signal being in the stop position. The signal was cleared and the flagman called in, but when endeavoring to start, the engine stalled. The flagman again started back, but had gone only one or two car lengths when he heard the following train approaching. In the meantime, the enginemen had started the train and it had traveled 6 or 7 car lengths before it was struck, at 3:18 A. M. The accident was due either to the engineman missing the automatic signal indications entirely or to his misreading them on account of high speed and dense fog. In another accident, a train stopped at 3:55 A. M. and the flagman started back, seeing the approaching train after he had gone but a few car lengths. When he saw that the engineman of the following train was disregarding the automatic signal indications, he began to run toward that train and was about 700 feet when it passed him, colliding with his own train at 3:57 A. M. The accident was due to the engineman being asleep, but could probably have been prevented had the

flagman had time enough to go back a proper distance and put down torpedoes, which he had with him.

In view of the evidence furnished by the accident investigations which have been conducted by the Interstate Commerce Commission, it is apparent that the safety of railway travel may be greatly enhanced by more careful attention to the requirements of proper flagging. This is a matter that should receive the constant attention of railway operating officers, by the promulgation of definite and easily understood rules, as well as by adequate measures to insure that the rules are understood and obeyed. The position of flagman should be made a preferred job, and should be invested with more importance and dignity than is at present the case. Extraordinary precaution should be taken to insure that only competent men having a keen sense of their responsibilities are given this position. In addition, special measures should be taken to see that flagmen are fully instructed in the performance of their duties, and that constant supervision over all details of their employment is given.

In connection with this important matter, full consideration must be given to the human tendency toward minimum effort. Individuals are naturally indolent; they do not wish to exert themselves unnecessarily, and they are aroused only when ease is more unbearable than action. Men rarely do the best of which they are capable. They grow to the smallest dimensions of their job and then stop. No more effort is expended to perform a task than is required to produce a satisfactory result, and what is "satisfactory" is usually a variable quantity. There being no standard, the result obtained is generally far below the individual's capacity. It requires severe effort on the part of an individual to maintain his highest level of efficiency, and effort is a strain that he is loth to make. Consequently, he is contented with efforts that produce fair results.

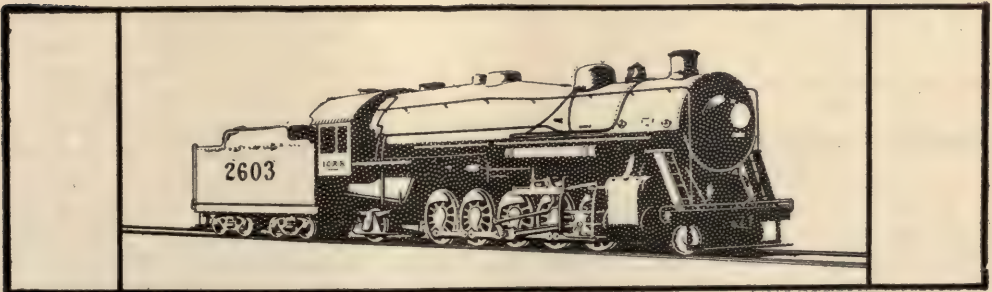
Applying the fact of this well-known human tendency to the subject of flag-

ging, the necessity for constant supervision and admonition, even with men of the highest grade, is apparent. Take a conscientious man of good intelligence, having a full sense of the responsibility imposed upon him, and at the outset he will exercise extraordinary care, and make a tremendous effort to do his job well. Then, as he becomes more familiar with the details of his task, the human tendency to do things in the simplest way, in a way requiring the least expenditure of energy, causes his efforts to relax, perhaps at first gradually and imperceptibly, until he is finally acting much below the level of efficiency demanded by the safety of his train. To counteract this tendency requires constant and intelligent effort on the part of railway operating officers. They should be especially vigilant in this regard, bearing always in mind that they themselves are subject to the same psychological propensity as are their subordinates. It is highly essential for them to know that men of the proper calibre are placed in these positions in the first instance.

On many roads flagmen of passenger trains are prohibited by rule from riding on the rear of an observation or private car. Such a prohibition is not in the direction of safety, and wherever the rule exists it should be rescinded. A seat should be reserved exclusively for the flagman just inside the rear door looking out. It should be made compulsory for a flagman to ride in the rear end of the last car of the train, as

that, or on the rear platform, is the only place where he can ride and properly protect his train.

Occasionally accidents occur due to the existence of dangerous operating practices which have grown up with the full knowledge of responsible officials and which they have failed to take steps to correct. When such conditions exist, they are usually found in and around yards, interlocking plants, and other points where train movements are more or less congested. In connection with one such accident, the superintendent stated that in his opinion it was a safe practice for transfer trains to use the main track within yard limits on the time of a first-class train, provided the crew of the transfer train were told by someone that the first-class train was late. Such operation is in violation of all rules provided for the safeguarding of train movements, and when responsible officials are acquainted with and acquiesce in the continuance of such practices, accidents are bound to occur. Not only that, but the effect on the employes under their jurisdiction is detrimental to a proper performance of their duties, for slackness and inattention by officials to violations of the rules on the part of employes will be reflected in their daily work and can only result in the occurrence of those accidents which it should be the duty of all officials to prevent to the best of their ability.—From the *Railway Age*, June 20, 1919.



UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

Financial Statement of Railroads for May, 1919

The financial results of the operation of Class 1 railroads under federal operation for the month of May, 1919, as compared to the same month in 1918, show that for the month of May, 1919, the operating revenues of the railroads was \$408,972,229, which was an increase of \$36,542,884 over May, 1918, or 9.8 per cent. The operating expenses for May, 1919, were \$350,334,488 which was an increase of \$68,895,255 over those for the same month of 1918, or 24.5 per cent. The net operating revenues for the railroads for May, 1919, were \$58,637,741, as against \$90,990,112 for the same month in 1918, a decrease of \$32,352,371. The net operating income of the roads for May, 1919, was \$38,839,996, as against \$71,693,885 for May, 1918, a decrease of \$32,853,889.

Total Traffic Has Fallen Off

The figures show that inasmuch as the present rates are considered to be approximately 25 per cent higher than they were last year, the increase in operating revenues of not more than 9.8 per cent would seem to indicate that total traffic as expressed in ton miles and passenger miles has fallen off approximately 12 per cent. The falling off in freight traffic alone amounted to 13.5 per cent. It should also be borne in mind that the increase in wages for May, 1918, were not charged into operating expenses until subsequent months.

Director General Talks About Railroad Employees

In an address which he delivered before the Philadelphia Chamber of Commerce the latter part of June, Walker D. Hines, Director General of Railroads, took occasion to reply to the unjust crit-

icism from some sources to the effect that because there were more railroad employes on the rolls on January 1919, than in December, 1917, this fact indicated a lack of supervision on the part of officials under federal control

Increases Were Justified

"It is wholly unjust," the Director General declared, "to attribute to these railroad officials any such failure in their duty to the government because the facts show this increase in employes was due to entirely different and perfectly justifiable causes. These causes were, first, the establishment of the eight hour day and, second, the exceptional amount of maintenance work which was performed on roadway and structures in January, 1919."

Eight-Hour Day Put Into Effect

Mr. Hines called attention to the fact that in December, 1917, many employes worked on the basis of ten hours per day or longer, but during federal control and before January, 1919, the eight hour day was put into effect for railroad employes.

"The adoption of the eight hour day, therefore," he said, "made it necessary either to work many classes of employes overtime or to obtain more employes to perform the same number of hours of labor. This radical change for the protection of railroad labor makes it necessary to consider the number of hours worked instead of the number of employes worked. While in January, 1919, the number of employes increased 8½ per cent over the number of employes in December, 1917, the hours worked by employes in January, 1919, increased only 1½ per cent over the hours worked by employes in December,

1917. Thus the increase in the number of employes simply illustrates the carrying out of the policy which I believe is generally endorsed as proper, that employes ought not to be required normally to work more than eight hours per day.

Disparity Reduced to Small Proportions

"The small increase in the number of hours worked reduced the disparity between December, 1917, and January, 1919, to very small proportions. The result, therefore, is that the principal cause of the increases in the number of employes is not any greater laxity on the part of railroad officials under federal control than was exhibited by those same officials under private control but due to the adoption of the eight-hour day.

Increase in Maintenance Work in 1919

The Director General declared that this entire increase in the hours of work in January, 1919, as compared with December, 1917, can be accounted for by the increase in maintenance work on roadway and structures.

"January, 1919," he said, "was an unusually favorable month for such maintenance work because of the exceptionally good weather and the availability of adequate forces. In December, 1917, severe winter weather began at an unusually early date and labor for maintenance work was exceedingly scarce because of war conditions and especially because the railroad companies were not paying wages adequate to attract maintenance labor. The result was that in January, 1919, an exceptional amount of maintenance of road-way and structures was performed, the expenditures therefore being 245 per cent of the expenditures for the same purpose in December, 1917.

Work on Maintenance of Way Increased

"That the entire increase in hours worked on the railroads in January, 1919, can be accounted for in the principal classes of employes in maintenance of way structures—foreman, section foremen, masons, brick-layers, structural iron workers and section men—is

shown by the fact that the increase in hours worked by these classes of railroad employes in January, 1919, as compared with December, 1917, was in excess of the total increase in hours worked by all railroad employes, so there was actually a slight decrease in hours worked by all other railroad employes. The increased hours worked in January, 1919, by these maintenance forces does not imply any laxity on the part of the railroad officials throughout the country, as compared with the attitude of the same officials under private management, but merely shows that these officials were taking advantage of good weather and a good labor supply to do an unusual amount of maintenance work."

Troop Movement for First Half of 1919

During the first six months of 1919, the railroads of the United States carried 4,276,949 troops on special and on regular trains. In addition to that number of troops, something like two million officers and enlisted men made railroad trips while on furloughs. There were also approximately one million men who traveled to their homes from the camps where they were discharged. The aggregate, therefore, was approximately seven and a quarter millions of military passengers, who, in addition to the civilian passengers, were carried by the railroads from January 1 to June 30, 1919.

Nine Million Train Miles Required

The military traffic during the first six months of 1919 required something like nine millions of train miles, or approximately one hundred million passenger train car miles for the one-way journeys. As in practically all cases the equipment had to be sent light in one direction, either going or returning, these figures should be doubled to express the aggregate transportation demand of our military traffic.

Soldiers from Europe Moved to Their Homes

During the first two weeks of July, 160,633 soldiers returned from Europe,

practically all of them being moved for long or short distances by railroad.

Why Excursion Travel Was Curtailed

The extraordinary demand on the passenger carrying equipment of the country explains why the United States Railroad Administration has not been able to meet all of the requests for excursion trains, and why in some cases the cars on regular passenger trains have been crowded. In the month of June alone the railroads transported 914,314 troops, not including men discharged or on furlough, most of them over relatively long distances. The totals for July, when they are available, will probably be nearly as large.

Conductor Willed \$15,000 for Being Courteous

George F. Conroy, a conductor on the Erie Railroad, has been willed \$15,000 by J. J. Adams, a shoe merchant, who died recently at his home in Allendale, N. J. Conroy was given the money by Adams "as a mark of appreciation for his kindly treatment of me and other passengers when he had no personal interest in us beyond his official duties."

What Conroy Said About Bequest

"They all look alike to me, and I try to treat them as I would like to be treated. I try to make every passenger feel I represent the railroad company; that the company has a personal interest in his safety and comfort, and that the service does not end with the sale of a ticket and transportation to destination. I try to make them feel they are getting more than they have paid for, and that the company is willing to give more than it receives."

Women Employed by the Railroads

The total number of women employed under the United States Railroad Administration reached the high water mark on October 1, 1918. At that time there were on the rolls 101,785 female employes. The number of women employed on April 1, 1919, shows a decrease of 14.3 per cent, as compared

with January 1, 1919. On January 1 of the present year there were on the rolls of the railroads 99,694 women employes, while on April 1 the number had dropped to 85,393. This was due chiefly to the reduction of the labor force, which occurred in February and March. It was also partly due to the return of men from military service, who were reinstated by the railroads. On the Eastern lines the drop was 17.7 per cent, while in the South it was 6.5 per cent, and in the West 11.4 per cent.

Where the Women Worked

The clerical or semi-clerical occupations, including all the office workers, ticket sellers and telephone switchboard operators constituted the largest percentage of the total for the year 1918, being 72 per cent. The statistics show that more than 5,000 women worked in railroad shops and more than 1,000 in roundhouses. The latter included among others turntable operators and engine wipers. On October 1, 1919, there were 6 women employed as blacksmiths, helpers and apprentices, while a large number of others worked as boilermakers, coppersmiths, electricians and machinists. There were 377 women employed as station agents, assistants and agent operators on the same date, while fifty were at work as switch tenders. There were 931 women pushing trucks and handling freight. Watchwomen to the number of 518 were employed on the railroads doing duty both day and night.

Making Travel Safer for Employes and Public

The campaign conducted by the United States Railroad Administration under its Safety Section to make travel safer and wipe out the causes of accidents to employes and the public is bringing about most satisfactory results. Statistics furnished to the Director General show that for the first three months of 1919 there was a decrease of 569 in the number killed, including employes and other persons, as compared with the corresponding period of 1918. The number of accidents for the first three months of

1919 decreased 9,709, compared with the first quarter of 1918.

What Past Figures Show

According to reports made public by the Interstate Commerce Commission the total number of killed on railroads during the year ended December 31, 1916, was 10,001, while 196,722 persons were injured. For the year 1917 there was a total of 10,087 persons killed on railroads, and 194,805 received injuries. For the month of March, 1919, there was a decrease of 196 in the number of those killed on railroads, as compared with March, 1918. Those injured during March, 1919, decreased 3,650, as compared with the same month of 1918.

He Never Caused an Injury in 48 Years' Service

The Railroad Administration has received a letter from a locomotive engineer, 48 years in the service on one of the roads in the Eastern Region. He never caused an injury to a fellow employe and gives this advice to his co-workers:

"There are too many accidents caused by thoughtlessness.

"Keep your mind on your work—think of what you are doing. One think before an accident is worth a million thinks after. I always tried to think, not only of my own safety, but of the safety of those with whom I worked.

Railroads Co-operate in Getting Men to Wheat Fields

About three months ago, it was suggested to the Railroad Administration that a special rate of one cent a mile be made for the movement of farm laborers into the Kansas wheat fields during the harvest season. This was denied, because it was deemed impracticable to make such reduced rates for one class of labor without making similar rates for other classes of labor, and, therefore, the effect would have been a serious diminution of the revenues of the railroads.

What Was Done by the Railroads

In view of representatives that difficulty was being experienced in getting

laborers into the Kansas wheat fields, arrangements were made under which the Railroad Administration co-operated in every practical way to facilitate the prompt movement of unemployed men from Chicago or St. Louis or other industrial centers to the Kansas wheat fields, provided the normal tariff fee was paid or a reasonable guarantee insured. The Railroad Administration agencies assisted in every way in gathering the men and forwarding them to the wheat fields, operating special trains for the purpose when necessary. A representative of the Railroad Administration was in constant touch with Governor Allen, of Kansas, to arrange for the details of such transportation facilities.

First Steel Cargo Barge Launched.

The first of the new steel cargo barges under construction for the United States Railroad Administration for service on the Lower Mississippi River between St. Louis and New Orleans were launched by the American Bridge Company at Pittsburgh, Pa., on June 26. This is one of forty similar barges under contract for Lower Mississippi River Service.

The American Bridge Company advises that the program of launchings calls for one barge every two weeks and actual delivery for operation by the Mississippi River Section will be thirty days after the date of launching.

Appointments and Resignations

Effective June 1, 1919, Mr. A. T. Hardin, heretofore Assistant Regional Director, Eastern Region, is appointed Regional Director, Eastern Region, succeeding Mr. A. H. Smith, resigned.

R. S. Mitchell has been appointed Chief of the Secret Service and Police Section of the U. S. Railroad Administration, to succeed W. J. Flynn, resigned to accept service with the Department of Justice. Mr. Mitchell has been Chief Special Agent of the Missouri Pacific Railroad since 1912.

Charles B. Heinemann, traffic assist-

ant to Director Thelan, of the Public Service Division, resigned, to take effect July 15. He was succeeded by R. M. Robinson, former traffic manager of the Dayton, Ohio, Chamber of Commerce.

GENERAL

Through Bills of Lading:

Effective at once the resumption of the issuance of through bills of lading via North Atlantic ports has been authorized, based on the terms incorporated in the tariffs of terminal lines which provide that any storage or demurrage charges accruing at ports shall be assumed by the shipper. A conference will be held at New Orleans on July 1st between representatives of Port Lines and representatives of steamship lines operating at South Atlantic and Gulf ports to consider the issuance of through bills of lading and in connection therewith the assumption of storage and demurrage charges at ports by the railroads where they are responsible for their accumulation and by the Steamship Companies when they are responsible.

Permit Control of Grain:

Representing the Grain Corporation at a conference with representatives of the Car Service Section and of the Regional Directors the following plan controlling the movement of grain to markets was adopted.

Grain control committees will be appointed at the following primary markets: Duluth, including Superior; Minneapolis, including St. Paul; Milwaukee, Chicago, Peoria, St. Louis, including East St. Louis; Kansas City, St. Joseph, Omaha, including Council Bluffs; Wichita, Fort Worth, Detroit, Toledo, Cleveland, Cincinnati, and Indianapolis.

Blanket permits will be issued to all railroads for loading at country stations to primary markets. In other words, each railroad reaching a specific market with its own rails, will be permitted to load a certain number of cars daily. Railroads which do not reach primary markets with their own rails, will make application directly

to the Grain Control Committee for permits, showing the number of cars to be loaded per day and routing desired, the road delivering the grain at primary markets to have its allotment of cars adjusted accordingly.

Copies of permits issued to lines not serving directly the market involved, will be transmitted to the line via which grain is to arrive at market, which will serve as that line's authority for accepting the grain from the connecting lines specified.

Individual permits will be issued for all shipment between primary markets, or from primary markets to ports, and for all grain shipments from country stations to port cities, whether domestic or export.

It was also agreed that Buffalo would be designated in this plan as a port city, in other words, individual permits would be required on all grain regardless of origin when consigned to Buffalo.

Loading records will be maintained by each road, and reports made daily by it to the Regional Directors and Grain Control Committee involved, showing cars of different kinds of grain loaded for each market on blanket permits, and cars for each kind of grain on individual permit.

Roads serving primary markets will report daily to Grain Control Committee number of cars received from connections, separated by roads for such markets.

The Grain Control Committees will report daily to Regional Directors the permits authorized, and each road is to carefully supervise its daily loading in order that cars in excess of permits many not be loaded.

It was agreed that the above plan would be established simultaneously at all markets. While, as stated, it is the intention to establish the plan simultaneously to all primary markets cited, it is of course appreciated that the southern markets, like Kansas City, and St. Louis, will require some control earlier than the northern markets, like Minneapolis and Duluth. At the same time, the establishment of

the proposed plan at all markets on the same date, will in no way effect the actual movement of the northern markets, in view of the fact that Grain Control Committees at these markets will, of course, permit the

railroads serving such market to load accordingly to the capacity of the market to absorb, and which, at the outset, would mean that the railroads could load all the grain that might offer.

Supplement No. 2 to General Order No. 7

Washington, June 21, 1919

It is ordered that Order No. 7 be, and the same is hereby, supplemented by amending the provisions of the appendix attached thereto in the manner and to the extent shown in the appendix hereto attached.

It is further ordered that the tariffs be reissued as amended by this supplement, effective July 20, 1919, by publishing and filing with the Interstate Commerce Commission, on not less than one day's notice, the tariffs to bear the following legend:

"This schedule is published and filed with the Interstate Commerce Commission under General Order No. 7 of the Director General, United States Railroad Administration, dated January 29, 1918, and the supplements thereto dated the 28th day of September, 1918, and 21st day of June, 1919, and is applicable to both interstate and intrastate traffic."

Given under my hand this 21st day of June, 1919.

WALKER D. HINES,
Director General of Railroads.

Appendix to Supplement No. 2 to General Order No. 7—National Car Demurrage Rules

RULES

RULE 7.—Demurrage charge

SECTION A.—On cars not subject to rule 9 (average agreement): After the expiration of free time allowed, the following charges per car per day, or fraction of a day, will be made until car is released:

For each of the first four days, \$2.

For each succeeding day, \$5.

SECTION B.—The charges on cars subject to average agreement are set forth in rule 9.

RULE 9.—Average agreement.

When the following agreement has

been entered into, the charge for detention of cars, on all cars, except cars subject to rule 1, section B, held for loading or unloading, shall be computed on the basis of the average time of detention to all such cars released during each calendar month; such average detention and charge to be computed as follows:

SECTION A.—One credit will be allowed for each car released within the first twenty-four (24) hours of free time. After the expiration of forty-eight (48) hours' free time, one debit per car per day, or fraction of a day, will be charged for each of the first four days. In no case shall more than one credit be allowed on any one car, and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. When a car has accrued four debits, a charge of \$5 per car per day, or fraction of a day, will be made for all subsequent detention and will apply on all subsequent Sundays and legal holidays, including a Sunday or holiday immediately following the day on which the fourth debit begins to run.

SECTION B.—Credits earned on cars held for loading shall not be used in offsetting debits accruing on cars held for unloading, nor shall credits earned on cars held for unloading be used in offsetting debits accruing on cars held for loading.

SECTION C.—At the end of the calendar month the total number of credits will be deducted from the total number of debits, and \$2 per debit will be charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, and no payment will be made by this railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be

considered in computing the average detention for another month.

SECTION D.—A party who enters into this average agreement shall not be entitled to cancellation or refund of demurrage charges under section A, paragraphs 1 and 3, or section B, of rule 8.

SECTION E.—A party who enters into this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

SECTION F.—*An average agreement must include all cars loaded or unloaded within the jurisdiction of the same station, except that when desired separate agreements may be entered into for each unloading point within the jurisdiction of the same station, but in no case can the cars loaded or unloaded within the jurisdiction of two or more stations be combined in one average agreement, nor shall the cars loaded or unloaded by more than one consignor or consignee be combined in one average agreement, except that cars consigned, reconsigned or ordered to a public elevator, warehouse, or cotton compress serving various parties may be combined in one average agreement.*

AGREEMENT

..... Rail Company:
Being fully acquainted with the terms, conditions, and effect of the average basis for settling for detention to cars as set forth in, being the car demurrage rules governing at all stations and sidings on the lines of said rail company, except as shown in

said tariff, and being desirous of availing (myself or ourselves) of this alternate method of settlement (I or we) do expressly agree to and with the Rail Company that with respect to all cars which may, during the continuance of this agreement, be handled for (my or our) account at (station) (I or we) will fully observe and comply with all the terms and conditions of said rules as they are now published or may hereafter be lawfully modified by duly published tariffs and will make prompt payment of all demurrage charges accruing thereunder in accordance with the average basis as therein established or as hereafter lawfully modified by duly published tariffs.

This agreement to be effective on and after the day of 19...., and to continue until terminated by written notice from either party to the other, which notice shall become effective on the first day of the month succeeding that in which it is given.

Approved and accepted 19....,
by and on behalf of the above-named
Rail Company by

Approved and accepted 19....,
by and on behalf of the Director General
of Railroads by

INSTRUCTIONS AND EXPLANATIONS

No change in instructions and explanations.

Movement of Labor to Harvest Fields

July 2, 1919.

Walker D. Hines, Director General of Railroads, today authorized the following:

About three months ago, it was suggested to the Railroad Administration that a special rate of one cent a mile be made for the movement of farm laborers into the Kansas wheat fields, during the harvest season, which is just now on. This was denied because

it was deemed impracticable to make such reduced rates for one class of labor without making similar rates for other classes of labor and therefore the effect would have been a serious diminution of the revenues of the railroads. It was suggested to those proposing the special reduced rate that other arrangements could be made for the movement of the farm laborers into the Kansas wheat fields, particularly

in view of the fact that such special reduced rates had not been given in the past even by single railroad companies, for more than ten years.

In view of representations that difficulty is being had in getting farm laborers into the Kansas wheat fields, arrangements have been made under which if it is desired, the Railroad Administration will co-operate in every practical way to facilitate the prompt movement of unemployed men from Chicago or St. Louis or other indus-

trial centers to the Kansas wheat fields provided the normal tariff fare is paid or a reasonable guarantee provided. The Railroad Administration agencies will assist in every way in gathering the men and forwarding them to the wheat fields and the Railroad Administration is willing if necessary to operate special trains for this purpose. A representative of the Railroad Administration stationed at Topeka, Kans., has been instructed to get in touch with Governor Allen of Kansas to arrange details.

Government Issues No Checks Unless the Money is in the Banks to Protect

July 2, 1919.

Walker D. Hines, Director General of Railroads, today authorized the following:

"The July First requirements of the Railroad Administration were approximately ninety-five million dollars which were paid immediately since sufficient cash was available without waiting for the President to sign the Railroad Administration appropriation bill passed recently by the Congress.

"A report was printed yesterday morning in a New York newspaper to the effect that the Director General had sent out his checks dated July first, with the provision that they would not be used unless the railroad

bill had become law by July first. It was also stated that there was an understanding between the Railroad Administration and the Treasury Department that the former's demands would be honored upon cabled notification that the President had acted.

"This is a mistake. There was no such understanding and no need for such an understanding and no checks were sent out without funds being available in banks with which to pay them when presented. The Railroad Administration has never in the past given, and will not in the future give, checks not represented by money available in banks to pay them when presented."

Agricultural Possibilities of Mississippi

July 3, 1919.

The United States Railroad Administration, through its agricultural section, has issued a booklet devoted to the opportunities which exist in Mississippi for those who contemplate making their residence in that section and pointing out the agricultural and other advantages which may be enjoyed in that state.

Perhaps in no state in the Union is found a more thorough and cordial

relationship existing between the people of the cities and towns and those of the country districts than in Mississippi.

Insofar as the general outlook and settlement and investment privileges are concerned, Mississippi presents the attractive prospect of being a land of Frontier Opportunity — where twenty millions of acres are yet to be had at moderate prices—the pre-eminent great opportunity, where the

man of moderate means may yield to the home-building impulse of the real American, with every assurance of success and happiness.

Unbounded opportunities exist in Mississippi for the gallant soldiers of the Republic, returning from the war, as well as for others who may be seeking a new land where they may spend their days amidst happiness and plenty.

Being richly favored with all that may bless and prosper human kind, this state keenly realizes that its greatest present and future need is more good, thrifty people to come and share its unlimited bounties and help in the building here of a prosperous and splendid civilization. {

Mississippi sends greetings to those of other climes—the great North, East and West, as well as here in the genial Southern land—and stands with outstretched hands to extend them a cordial invitation and bid them a generous welcome, where all may strike hands with united hearts and energies, pledged to the common purpose of

bringing her marvelous natural resources into life and adding them to the Nation's great storehouse of wealth.

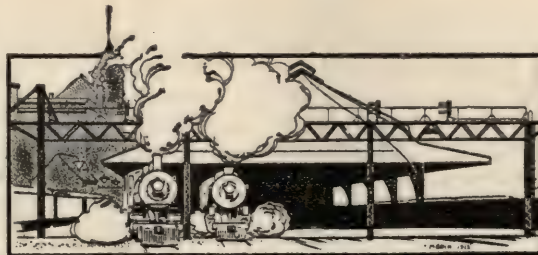
The information for the booklet was collected by the agricultural representatives of the railroads operating in Mississippi, in co-operation with state and federal agricultural authorities. Various sections of the state are described in detail—Northeast Mississippi, Black Prairie Belt, Yazoo—Mississippi Delta, South Mississippi cut-over lands, Gulf Coast country, and the territory between the Black Prairie and the Delta. Included in the data furnished are items regarding Mississippi soils, farm production including livestock, markets, transportation facilities, land values, climate, schools, churches, roads, living conditions, etc. the booklet contains a special chapter on hogs, bringing out the fact that at a recent sale at Fernwood, thirty Mississippi-bred Duroc-Jerseys sold for \$25,560, or an average of \$672.57, thus establishing a new world's record, the highest average price on record prior to this sale being \$510.00.

Errata

June 24, 1919.

A recent caption released by a news photograph service erroneously referred to Dr. J. Stanley Brown as director of the Savings Division of the Treasury Department.

Mr. Harold Braddock is Director of the Savings Division. Dr. Brown was recently appointed Vice-Director of the Savings Division in charge of the Thrift Educational Campaign in the Schools.



Highly Compliments Illinois Central Service

B. D. ANGUISH
504-5 Ogden Building,
Clark and Lake Streets,
Chicago, Illinois

June 25, 1919.

Personal

Mr. B. L. Winchell,
Regional Director,
U. S. Railroad Administration,
Healey Building,
Atlanta, Ga.

Dear Sir:

Speaking in the vernacular, no doubt you receive enough kicks, hence I am sure a compliment should be paid for good work when one is due.

In our business very often a few minutes or hours of advance information as to the whereabouts of a carload of perishable property means a great deal to us, or in fact to any other receiver in the same line. I, therefore, state without fear of refutation, that I can call up the Illinois Central Railroad Company's general office requesting a few words with their Manifest Department's system, give them any car number with its initial that may be loaded with perishable freight moving from any point on or via that line and provided the car is on their rails, they have some kind of system whereby within five to fifteen minutes after making the request I am reliably informed that the car passed so and so at such and such an hour.

Now, Mr. Winchell, we do business with the majority of the roads entering Chicago, but honestly I have never been able to secure the same kind of information from any other line in this city. I thought perhaps you might wish to ascertain why one can secure this important advance information from one line but not from the others. Possibly the Illinois Central Railroad has something that the others would benefit by in introducing. In any event we wish to express our thanks through you to the Illinois Central Railroad for the many prompt advices in this respect that we have received.

Before concluding I would like to give you one example and of which you already have a record in your office, handled under your file 5336-5. ACL-39204 loaded with watermelons (the first car of the season worth over \$1,000). Within five minutes after asking the Illinois Central for record their Manifest Department came back with the information that car passed Mounds, Ill., on Train No. 52, June 5, 1919, at 1:30 a. m. and would be due in Chicago on the Illinois Central Railroad tracks at 5:00 a. m. the following morning and it was here right on the dot. I am sure you can readily perceive what a relief and benefit this knowledge was to us.

Kindly acknowledge receipt.

Yours very truly

(Signed) B. D. ANGUISH,
Traffic Department.



MOUNDS, the largest and most important commercial city of Pulaski county, is situated on the main line of the Illinois Central Railroad, and is nestled among the vine clad foot hills of the great fruit belt of Southern Illinois. It never was a "boom town," but like Topsy, it "just grew." The city is located near the 37th degree of North latitude, and is just west of the 3rd Principal Meridian. It, therefore, has a delightful climate. The average yearly temperature is about 58 degrees. On account of this semi-tropical climate Mounds is fast becoming noted as a health resort. Many persons visit here every winter and summer to avoid the excessive heat and cold of other localities. The soil in this neighborhood is very rich and productive. The upland that stretches away to the north and west from the city limits, produces an abundance of the very best strawberries, peaches, apples, pears, plums and grapes, and all kinds of vegetables that grow in a temperate climate. On these hills can also be grown cantaloupes that equal, if not surpass the famous Rocky Ford

gems. To the south of the city, where the land is level and the soil is from 25 to 30 feet deep, is the home of the alfalfa plant, which yields from 4 to 6 cuttings of fine hay each year. All kinds of farm animals thrive in this climate, and as cattle and horses can live for nine months out the year on the native forage, it makes dairy farming a very profitable industry. The path to these wonderful resources has only been blazed out by the pioneer, but they are here, and only await the coming of energy and capital to settle that old time question as to where the "Garden of Eden" was located.

It was about the year 1891 that Mounds began to aspire to first rank in the commercial world. The great achievements that put the city on the map were, when the Illinois Central Railroad Company finished the mammoth railroad bridge that spans the Ohio river just north of Cairo, and the expansion of the railroad yards here, which form the northern terminal and approach to that bridge. The yards were increased from a single side track to a complete system,



Peaches



Tomatoes

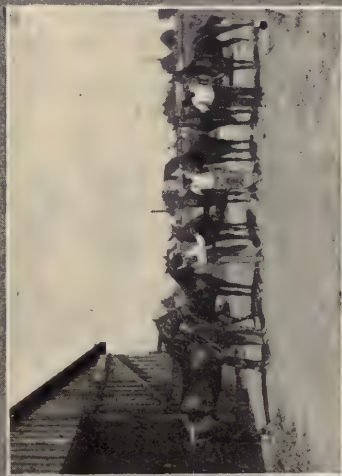


Wheat

Mounds III.



Alfalfa



consisting of miles and miles of tracks, switches, relays, transfers, shops, coal-shoot, water, light the roundhouse, the double track to Centralia the Central Illinois Public Service Company's plant, the big railroad hotel, the Y. M. C. A. and the Viaduct, and other improvements that will be described under their different heads. In the last 28 years the population has increased from three or four families to 5,000 people, and there are now about one-half that many more who would move to Mounds if they could get houses in which to live. The high cost of living, the high cost of building material and labor, have caused a lull in building activities, but the demand for good comfortable houses is greater than ever.

Industries

Mounds is essentially a railroad city. Its location, almost midway between the two great termini of the I. C. R. R. (Chicago and New Orleans) with both east and west feeders, and being in itself one of the principal division points of the system, necessitates the employment by this industry alone, for yard and terminal work, an army of 650 women and men, with a monthly pay roll of approximately \$75,000.00

The above railroad handles a total of 75 trains, moving a total of 3,500 cars, in and out of Mounds daily, with a monthly average of 3,200 ice house cars, and a total monthly average during the season of 5,699 cars of perishable freight handled through this terminal.

The Central Illinois Public Service Co.'s ice manufacturing plant is one of the largest factories of the kind in the United States, and at the time of its erection, a few years ago, had the distinction of being the largest single ice plant in the United States with a storage capacity of 6,000 tons and a daily manufacturing capacity of 250 tons. From this huge plant the I. C. R. R. uses 35,000 tons per year for local icing.

Notwithstanding the huge capacity for the manufacture of ice of the above institution it is inadequate to supply the

demand during the season, and a great amount of ice has to be shipped in from surrounding factories.

The United Fruit Dispatch Co. have located here the largest storage sheds and distributing point in the United States with a storage capacity of 70 or 80 cars, and a monthly average of 1,500 cars passing through sheds.

The George F. Kern Lumber Co., with a yardage of about 5 acres, covered with huge stacks of lumber and sizing and edging mills, handles an enormous amount of lumber through their yards monthly, and gives employment to a number of laborers.

The Charles E. Barnes sisal storage warehouse, with a storage capacity of 10,000 bales, is one of our new industries, and promises to be a very busy place in the near future.

We have two first class garages, second to none in this part of the state, with several smaller repair shops.

Two banks (The First State and The First National), whose business rooms and yearly business would be a credit to a city much larger than Mounds.

Mounds is blessed with a very large number of first class general stores and markets, and to the uninitiated who passes along the street, and sees the great number of varied mercantile establishments, with their full stocks of goods on display, and the crowds passing in and out of the stores, would wonder where all the people live, and where all the money that they were spending came from, all of which goes to show that the expression often heard: "That Mounds is the largest little city in the state," and "That the people make big money and spend it," is more truth than fiction, and the prosperity of our business men indicates that Mounds would be a good place to locate any kind of legitimate industry.

Real Estate

Mounds for a number of years was hampered in its expansion by a scarcity of available lots suitably located for residences, but this difficulty has now been overcome by the opening of three

subdivisions that lay adjacent to the city, all of which contain very desirable lots, that are being rapidly sold and neat residences being erected, notwithstanding the high price of building material.

The Blumm addition, laying just north and close in, contains about twelve blocks, and is all very desirable residence property.

lots are selling fast, and will soon be improved.

The housing problem, which has been the most serious drawback to the expansion of Mounds for years, is to be solved by home seekers themselves by the erection of nice residences on the above subdivisions.

Mounds offers the best opportunity in



Homes



Mounds, Ill.



The Scruggs & Chapman addition, laying east of the south part of the city, forty acres in size, was opened some time ago, and now contains many nice residences, that are a credit to the city.

The Titus addition is now being opened, just east of the north part of the city, and across the street from the new \$50,000.00 school building, and the

the state for capital that wishes to invest in residence property, as any house that is fit to live in readily rents at a good price, and while lots are rather high in price, the income from rental property shows a good percentage on the investment.

Improved residence property sells high, owing to the unprecedented de-

mand for homes, and more real estate transfers have been made in the last nine months than in any previous five years of the city's history, all owing to the above described demand for homes.

We heartily invite outside capital to invest here, and will freely aid and en-

surfaced roads east of town for twenty miles, south to Cairo, and from here may drive all over Alexander County on hard roads. The government maintains a road connecting Mounds with Mound City, which passes the National Cemetery. The \$60,000,000 Bond Issue Bill



Bungalows, Mounds Ill...



courage all such investments, to the best of our ability.

Roads

All the main roads in Pulaski County are surfaced with Elco Gravel, a gravel that very readily cements itself into a hard surface. One may drive over hard

passed by the Illinois Legislature last year gives Mounds a three-mile connection with the main trunk route extending from Cairo to Beloit, Wisconsin. The Egyptian Hard Roads Association is making a strong effort to locate the last mentioned route paralleling

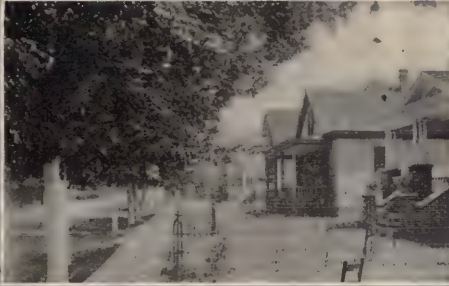
the Illinois Central, in which case the route proposed will pass through this city.

Farming

In the immediate vicinity fruit growing and dairying hold first place as the line of farming followed. Considerable

splendid shipping facilities makes this community a splendid one for the fruit business. Strawberries, blackberries raspberries and asparagus are grown extensively.

Several dairies have built up good herds. The First National Bank is or-



Residential Section.

Mounds Ill.



corn and wheat are grown also. Practically all the hill lands is in orchards, mostly peach and pear orchards. It has been proven that Southern Illinois is second to none in growing fruit. The very reasonable price of the land, its adaptability to growing fruit and the

organizing calf clubs each year and the interest in the industry is growing. The Holstein breed is the most popular one. The Cairo Creamery, only ten miles away, helps to afford a good market. Interurban cars carry the cream to Cairo at a nominal express rate.

Clubs

Because of the fact that Mounds is a comparatively young town and its population more or less transient, it has not had until recent years any strong social organizations. However, in March, 1917, the Mounds Woman's Club was organized. It has a membership of thirty-five representative women, and belongs both to the District and the State Federations.

Mrs. W. L. Toler is the president, having served in this capacity since the organization of the club. During the war it took the lead in all community war work of women, and studied French history and adopted a French war orphan besides! In 1918 the club financed a chautauqua and made a success of the venture. On the whole, it fills an important niche in the social and civic life of the community.

Churches

The first church building erected in Mounds was for some time used as a Union church. In 1906 the Missionary Baptists took over this building and still use it as their place of worship. They have purchased the ground and accepted the plans for a modern building, a model of architectural beauty and convenience. The Rev. Ira Dee Byrd is the present pastor and the leader in the new church movement.

In 1893 the First Congregational Church of Mounds was organized. In 1900 their church building was dedicated. This church has always numbered among its members a large proportion of railroad men. The Rev. A. L. Norfleet has but recently begun his service as pastor of this church. Mr. J. C. Mench, secretary of the Mounds Y. M. C. A., is the church moderator.

The Methodist Episcopal church, though the youngest organization in point of years, can claim the largest membership. It was organized and the First M. E. Church was built in 1908. In 1918 the building was remodeled and is now a commodious, modern church building. The present pastor, the Rev. G. A. Dunn, is serving this congregation for the fourth year, and it was through

his efforts that the church building was remodeled.

The Catholic church building compares favorably with the other church structures, and it can claim a membership from the surrounding country as well as the town. The Rev. Father Tecklenburg has this parish.

Schools

Mounds is just now coming into "her own" in the way of school buildings and equipment. Two beautiful and thoroughly modern buildings, to be occupied by the Grade and the Community High Schools, are under process of construction, at a total cost of approximately eighty thousand (\$80,000.00) dollars, and will be ready for occupancy during the current school year.

The Mounds Community High School was organized six years ago. It is accredited with the University of Illinois, and each year has shown an increase in attendance. Prof. E. B. Freshwater, a graduate of Ohio Wesleyan and Indiana State Universities, with the degrees of A. B. and A. M., has been chosen as principal of the high school for the coming year. There are nineteen teachers in our schools.

The Illinois Central Y. M. C. A. at Mounds, Illinois, was erected in 1903. Dedicated September 3d of the same year. A new addition was made in 1918 and dedicated March 27, 1919. The May issue of the Illinois Central Magazine contains a full history of this Association, up to its dedication. Since that time this building has become a community center and its influence is touching every phase of the community life. This Association has been one of the most successful Railroad Associations from its beginning. It is now the second largest Railroad Association in the state, having a membership May 31st of 725, Decatur being the largest.

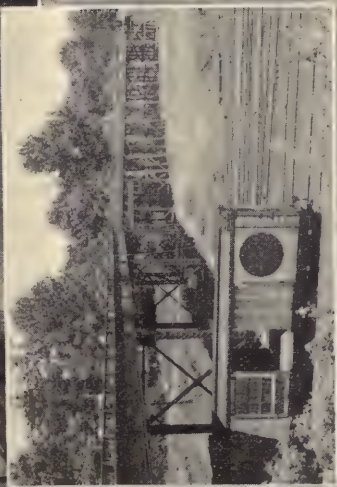
The largest number slept in our 50 single beds in one day was 78.

The largest number of baths taken in one day was 167, on June 19th.

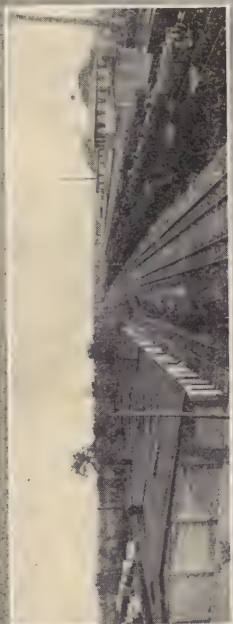
Trainmaster R. C. Young, of Fulton, Kentucky, will conduct the examination on the new Book of Rules at the Y. M. C. A. during July.



*Mounds,
Ill.*



*Illinois
Central
Facilities*



Passenger Station

The report for June 1919, shows the following statistics:

Attendance (total)	10,350
Baths	2,550
Beds used	1,650
Books drawn for outside use.....	88
Visits to sick.....	6
Membership	696
Shop meetings (attendance).....	144

Financial Operation

Railroad appropriation	\$105.75
Membership dues	277.00
Dormitory	500.55
Mdse. and other sources.....	94.87

Total\$978.17

Expense Incurred

Salaries	\$453.05
Repairs and equipment.....	74.48
Other operations	360.42

Total\$887.95

Net operation..... 90.22

Condition at Close of Month

Operating assets	\$549.27
Operating liabilities	None

Cash Report

Balance from last month.....	\$185.31
Receipts this month.....	906.16

Total receipts\$1,091.47

Disbursements 887.95

Balance\$203.52

Looking forward, considering the exceptional splendid advantages viewed from vantage points of shipping facilities—rail and water—climate and location, the ultimate growth and position of importance to be attained by Mounds can only be compared by a retrospect of what has been accomplished in the few short years of the city's life.

Not least of importance is the location—the South "Gate City" of the great State of Illinois, opening into the vast South, and passing through that gate—America's greatest trunk line—the feeding artery between the North and South—The Illinois Central Railroad, the anchor to Mounds future prosperity and growth. This great corporation gave the city birth, breath and succor—it has nursed it from infancy

and continues to nurse it as it grows in importance. Its great arms are reaching out to bring to its child new and mighty enterprises, industries and peoples. It excels in holding out inducements—not without expectation of reward, it is true, but an unselfish reward.

Adjacent to the Illinois Central tracks, splendidly located, is a large tract of land it is holding on which it will soon commence a campaign headed by some of the shrewdest minds connected with the great corporation, to locate factories and manufacturing industries. It offers, besides its own splendid shipping facilities, this location in close proximity to water transportation, the two great rivers—the Ohio and the Mississippi—four and five miles away, just back and away from the flood area, a town populated by the best people on earth—clean, pure and God fearing, who have surrounded themselves with paramount schools and church organizations, and built themselves a beautiful city of 5,000 population—watered, lighted, paved and sewered, built as a model home city should be built.

Located at the Southern gate into the State of Illinois, a short distance north of the great bridge that spans the Ohio river, between Cairo and Mound City, it becomes a pivotal point of entry, a position that the manufacturing interests are recognizing. The growth of Mounds has not been out of proportion—not an ephemeral growth. On the contrary, it has been slow, almost too backward, but substantial, and the plans now being laid to open up the Titus Addition on the east side of the city and the Blum Addition on the north side, gives promise of the housing problem, which has always been a retarding and vexing one, being solved.

Not a Grade Crossing

A condition not found anywhere in the United States in a city as large as Mounds worthy of mention, and of considerable significance, is a fact that although at this point is located one of the largest Railroad Yards in the Country, there is not a grade crossing in the City. The only point where the street crossed the tracks has been spanned by

a modern steel viaduct, just completed by the Railroad Company.

Ice Industry.

The largest industry in Mounds next to the Railroad Company and very closely allied to the Railroad interest in that it is used almost exclusively in the service of the Railroad Company is the large ice manufacturing and ice storage plant belonging to the Central Illinois Public Service Company.

This plant was built in 1906 and at that time had a capacity of 200 tons per day and a storage capacity of 6,000 tons and at the time it was built was one of the largest, if not the largest, ice plant in the Country. During the past three years practically all of the equipment in this plant has been changed and when the improvements now under way have been completed the plant will be one of the best equipped car icing stations.

The boiler room is equipped with three 335 HP Stirling boilers, carrying 150 lb. pressure, equipped with differential draft gauges, CO² recorders, recording pyrometers, steam flow meters and feed water regulators.

The refrigerating units consists of two 250 ton York refrigerating machines, each having two vertical S. A. compressors 22½x36. These units were originally driven by Corliss Engine, but recently one of them has been rebuilt and equipped with a York Uniflow Cylinder and it is proposed to modernize the other unit in the near future.

The water at this plant and also for the use of the Railroad Company and for the City of Mounds is pumped from two deep wells, having a capacity of about 1,500 gallons per minute 62 degree water. This water has a very small per cent of solids and is especially good drinking water. In fact this water is considered among the best drinking waters in the State and is one of the factors which makes the City of Mounds a very desirable place to live.

This plant also furnishes electric light and power to the City of Mounds and for the Railroad Company. The equipment consists of one Chuse Uni-

flow Engine, direct connected to the 350 KW, 2,300 volt generator, with two small units for standby service. The electric load at the plant is considerable in itself as all of the auxiliaries outside of a fire pump, a standby brine pump and the boiler feed pumps are electrically driven.

The outstanding feature of this plant in the matter of modern equipment is the icing platforms of which there are two, one 600 foot platform 14 feet wide with a single deck on the east side of the plant which is used for north bound icing and one of the same length on the west side for south bound icing. The west side platform has two decks, the upper deck being used exclusively for icing meat and other cars which use crushed ice. The ice crushing equipment is installed high enough to allow the crushed ice carts to be pushed underneath and these loaded cars (capacity 900 lbs.) are then pushed along the platform to where the cars are spotted and the ice delivered to the bunkers through a chute. This platform is also equipped with salt bins, every forty feet so that the men icing the cars always have the salt which is used with the crushed ice, quickly accessible. The salt supply is stored in steel lined bins 65 feet high having a capacity of three to four cars of salt, the salt being shoveled from the car into conveyor which empties into a lower bin and from this bin is elevated to the upper bin by a bucket elevator.

The lower platforms which are used for regular icing with cake ice are equipped with Clifford-Wood conveyors for the full length and the ice is taken from the tank room and elevated to the platforms by Gifford-Wood conveyors.

Generally speaking cars are iced at the rate of one car per minute, but of course under variable conditions this is not always possible. However the plant has disposed of as much as 800 tons in a day of 24 hours, and a few weeks ago put out 408 tons in about nine hours. The yearly output of this plant varies with the seasons, the largest year showing an output of about 50,000 tons with the average running over 40,000.

FREIGHT TRAFFIC

DEPARTMENT



The Coal Situation

By B. J. Rowe, Coal Traffic Manager

UNLESS the consumers of coal throughout this country wake up soon to the seriousness of the coal situation and begin to put by their winter's supply of fuel, they will be confronted with a serious coal shortage when they do make up their minds to lay in their requirements.

The production of Bituminous coal in the United States during the current year to July 5th was 220,361,000 tons, as compared with two hundred and ninety-five million tons in round figures, during the same period of 1918—nearly 75,000,000 tons less than in the corresponding period last year.

Fuel Administration statistics indicate the consumption of coal last year was around 560,000,000 tons, and the same authority estimates that the country's requirements this year will be in the neighborhood of 500,000,000 tons.

It will be readily seen from these figures that production must be stimulated if there be sufficient coal above ground to go around when the early frosts sound warnings of the wintry blasts to follow.

The principal limitation on production now is lack of demand. For several weeks past the percentage of full time output produced by mines in the Central West has been 40 to 44 per cent, due almost entirely to lack of market. Apparently the consuming public is wait-

ing for a slump in prices which is not at all likely at this late date. True, prices are off for some sizes of coal, and for all coals from some coal fields that are reputed to produce inferior grades, but prices for the medium, the standard and the high grade coals remain firm. In fact the domestic sizes are now commanding 20 to 30 cents per ton higher at the mines than last year when the price was fixed by the Government, and as to those coals the probability is prices will go higher before they are lower, as sooner or later there will be a heavy demand for these coals and if this demand does not actually develop until next winter it may be too late for the operators to meet it.

Furthermore, if purchasing is put off until the last minute and everybody should want their coal at once, not only will the mines be unable to produce it, but it is doubtful whether the railroads will be able to furnish sufficient cars to load it, and even if they do, they may experience difficulty in transporting it. So it would seem that the consuming interests should exercise a degree of foresight and should take advantage of the summer months, when coal is plentiful, to store large quantities against the expected revival of industry and the inevitable increase in demand when cooler weather prevails. It would be

particularly unfortunate if a fuel shortage were to develop and check industrial re-construction of the nation.

The coal industry, through the National Coal Association, is making a nation-wide appeal to its members to speed up production, and encourage consumers to purchase early. The transportation interests would do well to co-operate and foster the movement so that the railroads will not be called upon to handle a tonnage during three or four winter months that might well be spread out over the summer and fall months when transportation conditions are at their best.

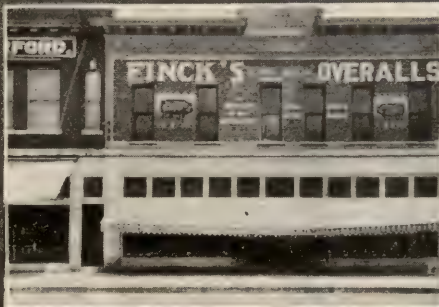
And there are further reasons why the far-sighted individual should look well to his future fuel supply, not the least of which is the labor situation. There is, perhaps, no actual shortage of labor at the mines today, but it is a grave question, when the demand for increased production comes, as come it must, if the country's requirements are to be met, whether there will be sufficient manpower available to mine and hoist the coal.

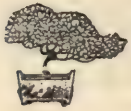
Therefore, it would seem to be to the best interest of all concerned to—

BUY NOW,

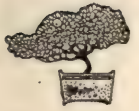


Business District, Mounds Ill.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

“Keep Kool”

SOME wise man has said that like race horses and athletes, we should do better work in hot weather. Perhaps this is true, but the real facts in the matter are that we do not, because it is too hot. Our movements are slower and they lack energy.

Our brans are not as active, and we do not think as quickly. Occasionally we see some poor fellow overcome by the heat and immediately make all manner of resolutions as to just what we will and will not do during the “hot spell.”

It is for the purpose of encouraging these resolutions and discussing their bearing on health that this article is written during these hot summer months. You may be right in regard to your resolutions and again you may be wrong. Therefore, let us talk the matter over and reach conclusions founded upon sound judgment and fact.

First and foremost comes the matter of clothing. On this we are sure to agree. Dress lightly when not at work, and when working wear somewhat heavier clothing perferably of an absorbent material. Light woolen clothing absorbs the perspiration and does not allow the skin surface to become chilled through too rapid evaporation. In this way you can “cool off” in a gentle breeze and not run the risk of taking cold. Remember that each and every one of us have our own peculiarities and we react differently to external influences. Some people never take cold and others are

continually having to guard against that danger, even in the summer time.

The use of the cold water bath followed by friction with a rough towel, is excellent for increasing the resistance of the body to taking cold. However, do not stand in a tub of cold water without applying friction to the parts that are in the water. Of all methods of bathing, the shower is perhaps preferable in the summer time, because we are able to obtain greater degrees of warmth and cold suddenly, from which tonic effects are obtained. In order to get the best effect from a shower, even in very warm weather, the water should be moderately warm at the beginning and the temperature gradually lowered to the tolerance of the individual. All shower baths should be ended with the cold water, which has a stimulating effect upon the skin, and also has a tendency to close the pores.

Now let us consider the food for hot weather. Food is the coal which produces steam to the human system and the quality and method of consumption of same is vitally important. A veteran trainer of athletes once said, “eat when you’re hungry.” This comes pretty near telling the whole story. What does the baby cry for but hunger. It says as plainly as can be, “I’m hungry, feed me.” The human stomach cries in the same way, but not aloud, although its cries are none the less insistant. Man, however, eats largely from habit rather

than from the fact that he is actually hungry. The result is that overeating is very common and disturbed digestive apparatus is the result.

When you come home from work in hot weather and feel tired out and somewhat depressed from your exertion, then you should not eat a heavy meal even though hungry. It is best to rest for a time before eating, as rest is what you need and probably what you would take, were it not for the fact that your supper is ready and waiting for you. You, therefore, sit down and eat and what is the result? You do not need to be told, as too many of us have been doing this year after year, and have thereby cultivated a bad stomach. It is best to sit down and cool off after coming home and a little later to eat, and then we appreciate our food more. However, eat sparingly of meats and other heavy foods during the hot weather. Vegetables, especially fresh vegetables are very much better and satisfy the appetite quite as well.

As regards what we should drink with this food, this is an important question and also a fair one. Did you ever live on a farm and go out and water the stock about a half hour before feeding time? The farmer is actually more careful of his stock than he is of himself and family. He would never think of watering the stock while they are feeding or directly afterwards, always before. Nevertheless, he walks right in to his well-filled table and proceeds to drink ice drinks or maybe hot coffee by the pint at the time of eating his meal. This is where habit plays an important part. Some men habitually drink a quart of liquids with their meals, which is not to be recommended. It is best to drink sparingly while eating, as the individual who drinks sparingly with the food will digest better and obtain more nourishment from the food than the person who swallows great quantities of liquid while eating. Therefore, avoid the use of large quantities of fluid, especially ice fluids. Very cold drinks delay digestion.

The quality and kind of food which we eat would depend largely upon what agrees with us and the relative size of our salary and appetite. The man who works should have hearty food twice daily. The desk worker does not need such a bountiful supply of food, nor as heavy food. More people overeat than eat too little. It is always advisable to stop short of being completely satisfied while at the table. If we eat all that we feel we want while at the table, we will later feel that the stomach is overloaded, and we have an oppressive feeling. Therefore, always leave the table when you are still a little bit hungry and five minutes afterwards you will feel that you have eaten sufficient food. This is particularly true in hot weather, as there is considerable danger of overeating with the result of fermentation in the digestive process.

As regards sleep, it is advisable to sleep a great deal in hot weather, because of the fatigue which results from extra exertion. This fatigue is best antidoted by sleep, or at least by rest in the recumbent position. When you arise in the morning, take a cool shower bath. Do not hurry while dressing, eat a fairly good breakfast of the lighter foods, and you have laid a good foundation for the day's work.

The question of recreation is one that is important, and a certain amount of recreation is necessary. This, however, should be taken both for the effect of the physical exercise as well as the enjoyment it produces. The American way of taking a day's outing is very apt to exhaust more energy than to conserve. In many cases the family arises at an unearthly hour, eats a hasty and insufficient breakfast and hastily departs for some place of recreation, usually at a considerable distance. Then follows a day of strenuous "pleasure chasing," in which the whole family participate, with a big, hearty "lunch" in the middle of the day, which has taken mother considerable trouble to prepare, and which is dispatched in very few minutes, so as not to interfere with the afternoon

pleasures. After having spent ten or twelve hours of strenuous activity, it is time to get the train for home, where you arrive two hours after your normal bed-time, and get up the next morning, late, tired and with a disposition like that of an engineer with a new fireman. It takes about two days to get rested up after one day of "recreation."

Let us consider what is a very much more sensible day of recreation and rest. We can arise about the same time or perhaps a little earlier or later, as the spirit moves; eat a comfortable breakfast slowly and restfully, not having to rush through it. Then with a small lunch we start for some quiet, shady spot, where perchance one may fish after the manner of boyhood days, read the magazines, talk with the wife and play with the children. Then comes lunch, after which we take a comfortable nap and then along in the cool of the early evening, start for home, where you arrive rested and refreshed, with a surplus energy for the next day. The American people are careless as regards the conservation of energy, and it is more often that we are tired out by our vacation than benefitted by same.

During the hot weather it is important to watch the question of not becoming overheated or being overcome by the heat. It is to be remembered that there are two forms of this trouble, one known as heat exhaustion and the other as sun-stroke. One glance at a man with sun-stroke is enough to imprint the picture on your mind for years to come. The red face, the rapid pulse, the hur-

ried breathing and the completely unconscious condition. The thing to do here, is just what common sense would dictate. Carry the person to a shaded place and apply cold water and ice to the head, later to the rest of the body. Remember the cold should be applied first to the head, so that the brain is cooled and the individual recovers consciousness. If a tub is available, put your man in it and get ice on his head. However, in all cases call the doctor as quick as you can, as this is a dangerous condition.

The other picture, that of heat exhaustion is an entirely opposite one—pale face, weak pulse, cool skin and a general condition of depressive unconsciousness. This is heat exhaustion and should be treated by stimulation, hot coffee, rubbing the skin, etc., and covering the patient with warm clothing is indicated in this case. All of us should be familiar with these two conditions, because we do not know when we may be called upon to give first aid to some person about us, and it is very important that we should know the correct thing to do. Remember that sun-stroke requires cold and heat exhaustion requires stimulation and heat. In sun-stroke the face and skin are red and hot and in heat exhaustion, pale and cool.

Finally remember to keep mentally cool in hot weather no matter what the provocation. Do not lose your temper and become angry. Take things easy and don't worry, because if you do, it will only add to your other troubles and nine times out of ten it will not pay.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Editor, Illinois Central Magazine,
Chicago, Ill.

Dear Sir:

I am writing you a short or brief statement of my recent operation and stay in the Illinois Central Hospital at New Orleans, La.

Water Valley, Miss., June 10, 1919.

My subject is: "If You Have Anything In Your Horn, Blow It, and If Not, Just Sit Still," so I feel after I have stayed fourteen days in the great back shop for men and women, I have something in my

horn to blow; hence the subject.

I went in the hospital at New Orleans for an operation for hernia, or better known as rupture, which I got on April 10, carrying a big piece of lumber. I went into the hospital at 11:30 A. M., May 7, to be put into condition for the operation, which was to follow the next day, May 8. When Dr. Leake had examined me, just after I got in, I asked him to let me make a little statement to him in regard to my case, so I gave him an outline of my rupture and told him I had suffered greatly for the past twelve years with either my appendix or gall bladder and I wanted him to examine them the next day when he had me on the operating table. Very lucky I did, for he found my appendix badly diseased and adhesions to my intestines, so he removed it. I just got along fine and it is wonderful how little I suffered after the operation.

Having now given you a brief statement about my case, I will begin to blow my horn. As an old engineer, it has been my good fortune to run big and small engines that were overhauled at most all of the great shops on this great system, and all employees know that the big Burnside shops are the biggest shops, but I have never run an engine out of the big shops that beat or was a better job than those I ran out of the smaller shops. Hence, we all know that the largest hospital on the system is located at Chicago, so having just come out of the Illinois Central Hospital at New Orleans, where I went in for general repairs, I want to say I got a great job done on my old body and I am sure no man ever came out of one of those big shops for men who ever got any better treatment than the one who is trying to lay his case before you. Not only did I get a general or grand job, but I want to say I got the very best of treatment and attention it is possible to give a fellow when he is flat

on his back and at the mercy of the doctors and nurses. I want to repeat that no man could possibly get better and more kind attention than I, and I want to say, too, that there is not a better organized institution in the whole country that can beat the one at New Orleans.

I was my privilege and great pleasure to visit all parts of the hospital. It is wonderful how God has put it into the hearts and minds of man to build those great institutions and finance them in such a way as not to hurt anyone; and still greater than all this He has endowed men with surgery that can take our old bodies in those great shops and repair the broken and worn out parts and in a very short time, with the sort of treatment they give us, we are able to go back to our homes and in a very short time we can take up our work and go on helping to carry on the great task that is before us and make a living for our wives, children and loved ones. This is all a gift of God and we should all recognize it and be up and doing the Master's will, giving Him our lives undeservedly.

During the fourteen days I was in the hospital, I never once became tired or blue, but on the other hand, I was happy and just lay there and let my mind, heart and soul feed on the many, many good things in this old world of ours. I am now at home taking it easy, waiting for the good Lord to build my old body so I can go back on my run between Water Valley, Miss., and Jackson, Tenn., on Engine 1089, where I am working with and for the best set of men in all the world and for the very best company on earth; hence the subject "When You Have Anything In Your Horn, Blow It."

Yours very truly,

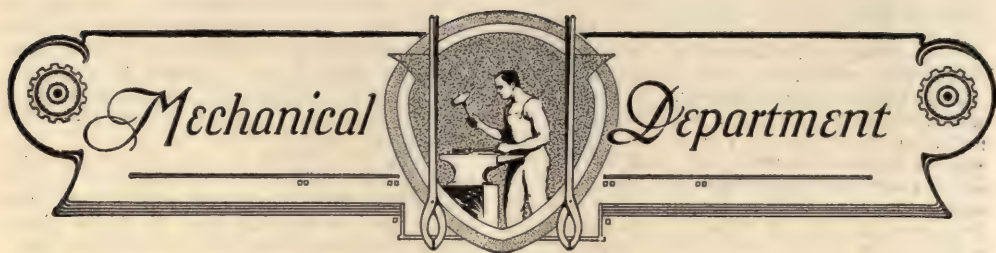
Chas. E. Dunn,
Engineer, Mississippi Division,
37½ years in the service.

Appointments and Promotions

Effective July 25, 1919, Major J. M. Walsh, having returned from Military Service is re-appointed Terminal Superintendent headquarters at Memphis,

Tenn., vice Mr. Edward Bodamer, assigned to other duties.

Effective July 25, 1919, Mr. Edward Bodamer is appointed Terminal Train Master, with headquarters at Memphis.



Supplying Feed Water to Locomotive Boilers

By E. C. Roddie Master Mechanic, McComb, Miss.

AT times I am inclined to think that the old style method of supplying water to locomotive boiler with cross head pump was not so bad after all, since I find many enginemen taking advantage of supplying the boiler with water while engine is standing. This could not possibly occur with the cross head pump. The fireman knew that the only method of supplying water to the boiler was through pump and for that reason would arrange his fire accordingly, while with the use of injectors the fireman depends largely upon the injector to keep the engine cool and prevent popping off while standing. Many men in charge of locomotives fail to realize the damage done due to pumping engines when drifting or standing.

Much has been accomplished in stationary practice to improve the methods of introducing feed water, but very little has been accomplished for the direct purpose of preventing inequalities of temperature of the locomotive boiler. So far the feed water heaters designed for locomotive boiler use have not become very popular due, in my opinion, to these methods not being simplified, however, some progress is being made along these lines; but until we are able in some simpler form to supply locomotive boiler with water at higher temperature we will still be troubled with leaky fire boxes and flues.

It seems to be common practice to

pump engines while standing at station or water tank, filling the boiler in many cases unnecessarily full. While this is being done the low temperature water injected into the boiler settles to the bottom and remains in the leg of boiler until throttle is opened and puts water in the boiler in circulation, the cold water from the bottom mixes with water at the top and very materially reduces the temperature. This sudden cooling of the tubes, particularly the lower tubes causes uneven contraction, which results in tubes leaking. Frequently tubes leaking from this cause will take up again when water has become of equal temperature throughout the boiler and full steam pressure attained. The very fact that flues leak, as mentioned above, and take up again is conclusive evidence that the leaky flues were produced from improper pumping of the boiler and should be an object lesson to those having such experience.

The engine crews were not alone in damaging boilers by improper pumping, but hostlers, engine watchmen, water tenders and fire cleaners are prone to understand the damage they do by filling the boiler while standing at cinder pit or even after being placed in round house. These men should be taught to work the injectors only when blower is working and fire is burning brightly if they are permitted to pump engines at all.

If boilers were properly filled with

water previous to being delivered to round house receiving track it would not be necessary for hostler or round house employes in many cases to re-fill the boilers, however, there are times, especially where the round house capacity is small that fire cannot be dumped and engines stalled.

Arch tubes and brick arches in fire boxes assist materially in maintaining an even temperature. The heat produced by the arch causes a continuous circulation of water, the cold water passing from front leg of boiler to crown sheet. The circulation tends to keep the water of uniform temperature top and bottom, which condition is desirable in order that leaks may be prevented.

A series of tests have developed that

it was possible to reduce the temperature in the bottom of boiler 100 degrees in ten minutes by injecting cold water into boiler under normal steam pressure. The water remained dormant until circulation was produced by opening of the throttle; this produced an unusual strain on lower tubes, but did not cause them to leak due to the splendid condition of flues at that time, however, an engine having been in service a few months would have leaked under such conditions.

I feel that much could be accomplished by our Traveling Engineers and other Mechanical Supervisory Officers in educating our enginemen and roundhouse organizations to the proper method of applying water to boilers.



Roundhouse
Ill.



Railroad
M.C.A.



The Gravel Pit at Brookhaven, Miss.

By J. J. Desmond, Roadmaster, Louisiana Division

NEAR Brookhaven, Miss., on its main line, the Illinois Central Railroad owns a tract of land on which is located a valuable gravel pit which, for many years, has furnished ballast for I. C. R. R. main and side tracks, as well as for other roads in the vicinity.

This gravel was deposited in the early geological periods, and surface indications indicated the deposit to be worthy of investigation. Detailed investigations were made, and during the year 1880 the original gravel pit was opened and a branch line of railroad was constructed from Brookhaven to the pit. This line is about seven miles in length and was originally known as the Meridian, Brookhaven & Natchez.

At that time the gravel property was owned by the Hoskins Estate, and the M., B. & N. R. R. was constructed under the direction of the Hoskins Brothers. During the early nineties the M., B. & N. R. R. was purchased by the Illinois Central Railroad and extensive developments to the property were made. A new pit covering approximately 200 acres was opened up, and this necessitated the construction of five yard tracks at the pit and a long track paralleling the face of the pit to accommodate the handling of the gravel by steam shovel to the cars.

For a good many years the loading of the gravel was handled by contract, different contractors handling the shovel work. In 1908 it was decided that by washing this gravel it could be used to great advantage for concrete purposes in

the erection of concrete bridge work which was started on the Louisiana and Mississippi Divisions, and in order to eliminate the long haul of crushed rock from Kentucky, it was considered advisable to use the washed gravel entirely for concrete purposes. A washing plant was erected by the Southern Gravel & Material Company, who entered into contract with the Illinois Central in 1908 to load and furnish both bank-run and washed gravel for the Company's needs as well as for commercial purposes. A new arrangement was adopted for the track layout, which involved a considerable expenditure. The washing plant proved a success, and has been working continually since that time, furnishing gravel for all concrete structures, as well as for track ballast. Water is obtained for the washing plant from a reservoir (constructed in the lowlands) by means of centrifugal pumps. It meets the gravel at the top of the plant and is carried over the conical screens of the Gilbert patent, and the different classes of washed gravel fall through the screens and are conveyed to a bin and then to the cars by means of a chute.

The plant is known as the Stevenson-Adamson design; it has a capacity of forty-five cars per day, or twenty-one cars of clean, washed gravel. The sand is conveyed by a long trough over to the low ground and stored, and then loaded by hand when disposed of commercially.

The inauguration of the good roads in the State of Mississippi brought great demands for what is known as "Good

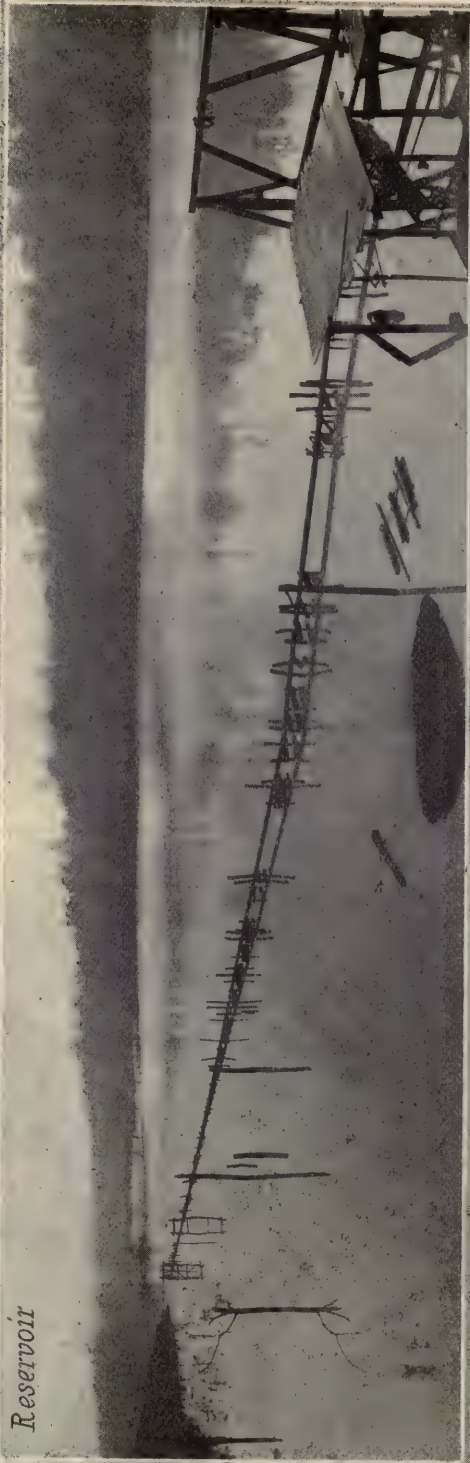
*Near view of washing and
loading plant.*



Steam Shovel at work.



Reservoir



Drag Line



Roads Gravel," which is taken from the pit without entirely stripping the face. A certain percentage of clay and sand is allowed to remain in the Good Roads Gravel, and is used on the roads without any further preparation."

The Brookhaven Gravel Company, who now operate the pit, dispose annually, for commercial purposes, 100,000 yards of Good Roads Gravel and washed gravel. The United States Government, during the past two years, has used the washed gravel quite extensively in the erection of commodity warehouses in New Orleans and other extensive building work which they have constructed. The entire gravel movement from the gravel pit is now averaging 400,000 cubic yards per year, and it is estimated that there still remains unmolested 3,576,000 cubic yards. The present pit is open, and it is evident that this is what it contains.

The present method of operating the pit is the most practical that can be had. The use of a drag line for stripping the

four feet of dirt which is lodged on top of the gravel has been adopted. This eliminates the handling of this dirt by hand and teams, which was the original practice. There is quite an amount of gravel which is not owned by the Illinois Central in the immediate vicinity, which will most likely be used in years to come, as the demands for gravel which is in the present pit will be exhausted. At other points on the Southern Lines there are a few gravel deposits, but none are as extensive as the Brookhaven Gravel Pit, and when the gravel from this pit is entirely removed, the majority of the roads in this vicinity will greatly miss the gravel supplied from this pit. So far, there is nothing known to equal it.

I will add that when the Meridian, Brookhaven & Natchez Railroad was purchased, the Illinois Central bought along with it our present Traveling Engineer, Mr. J. M. Hoskins, and we have been troubled with him ever since, although Mr. Hoskins still contends that we made a good deal.

An Invitation to the Ball Game

By the manager of the Burnside Shops Baseball Team.

On July 6th, the sun shone bright,
On the Burnside ball team.

In their suits of green and white,
And the park was crowded.

From all parts of the town,
The girls were there too, dressed in brown.

To see the Clintons play the Burnside team,
And the shouting was all for the boys in green and white.

There was Louis Sartori, the catcher who can catch, and Steve his brother, you can't find his match, and Ernie the shortstop, looks good to me.

Joe Hunter on second base is worth going to see, Fred Preis is there when you need a runner. You ought to see him make a home run, he sure was a hummer.

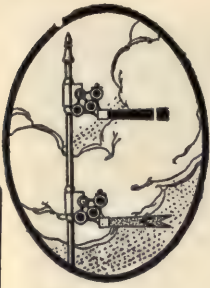
Frank Curtis has a way of varnishing the ball, he can tell just where it is going to fall.

And Ernie Kramer who is not very tall,
He is surely there when playing ball.

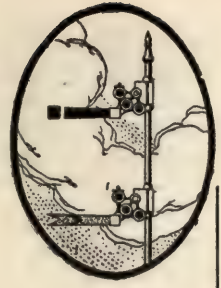
Bob Little can't run as fast as he would like,
but pulls himself together and get there all right.

J. Kowakauski, P. Swartz and Geo. Weir,
are substitutes, but you never could tell they were not regulars, they play so well.

Then Mike Morgan is there as captain, and roots for the boys, but his voice is lost amidst such noise for the game is finished and our team has won. We sure had the Clinton boys on the run. The score reads 16 to 8, and we would like to meet some other shop team, who have open dates. We are happy, smiling and full of fun, don't miss any of our games,
Be sure and come.



SAFETY FIRST



What Careful Work Means

For the Five Months, January to May Inclusive, in 1918 and 1919, the following Is the Number of Accidents on the Illinois Central R. R. Reported to Interstate Commerce Commission

		Employees		All Persons Including Employees	
		Killed	Injured	Killed	Injured
January	1918	3	424	17	570
	1919	2	281	13	335
February	1918	7	399	19	430
	1919	4	233	15	285
March	1918	4	470	15	511
	1919	3	221	16	256
April	1918	4	404	11	449
	1919	2	185	11	214
May	1918	8	449	36	521
	1919	6	178	16	203
Total	1918	26	2146	98	2481
	1919	17	1098	71	1293
Decrease		9	1048	27	1188

CHAMPAIGN SAFETY COMMITTEE IS ACTIVE

The Official and Safety Committee members of the Illinois Central Railroad Company are putting forth every available effort to promote safety, not only in behalf of their employes and patrons, but the safety of the general public, giving special attention to the protection of children who are not of sufficient age to realize the dangers of crossing or playing near railroad tracks.

In order that satisfactory results be obtained it becomes necessary to make an "APPEAL" to the parents of the children who reside within the vicinity of any railroad.

Investigations made by Safety members disclose the facts that large numbers of children from the ages of 4 years to 15 years are allowed to play where they choose, and the movement of trains, etc., naturally attracts them to the railroad where they are maimed or killed.

It is the earnest intention of every father and mother to care for and protect the children they love so dearly, but through neglect and their failure to realize the dangers in which the children will place themselves, they often spend the balance of their lives in repentance of such neglect. Others blame the children, thinking because they were once cautioned their disobedience brought about their injuries. This is true to a certain extent, but it does not bring back the missing arm or limb.

It is natural for children to seek adventure and excitement and it is the duty of every parent to curb the calling of this nature by kind teachings and daily warnings.

We ask that each mother and father, today and every day, give us their co-operation in our efforts to protect their little ones.

AN ENGINEER'S PRAYER.

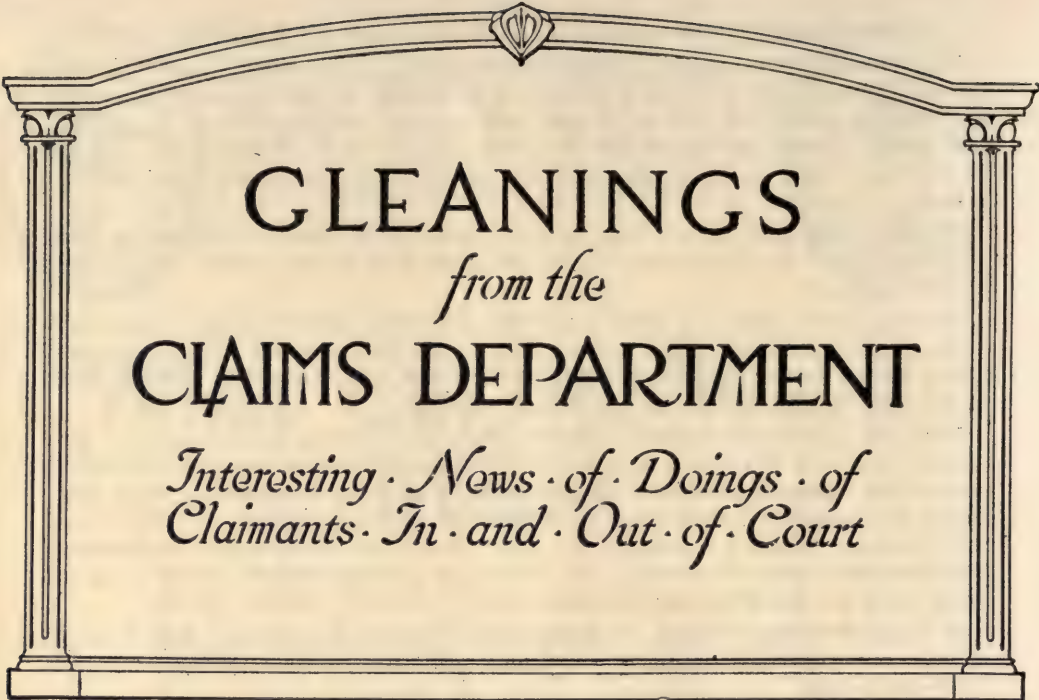
Don't torture us!

You don't realize what a nervous strain you are putting on a man in the cab when you dash up toward a crossing just ahead of his train.

There he is in his cab and he knows that he can't stop his engine. There you are in your car, speeding toward the crossing just ahead. You probably know that you are going to stop just at the edge of the track and look up and laugh at him. It's a joke, maybe to you. To him it's a few seconds of the most intense agony.

Why do you do it? When you see a train coming and know that you can't make the crossing and don't intend to try to make it—why don't you slow down and give the engineer the assurance that his train is not about to hurl you into eternity?





GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Grade Crossing Disasters Continue at an Alarming Rate

FROM July 1st to July 20th, inclusive, there were seventeen persons killed and sixteen injured in automobile grade crossing accidents on the Illinois Central. On July 4th, at Del Rey, Ill., five were killed in a single accident. The five composed the only occupants of an automobile; the entire party was wiped out. At Gaza, Ia., on July 12th, nine were occupying a car, five of whom were killed and four were injured. In both of these accidents, and in fact in all of the others, the automobilists drove upon the railway tracks in total disregard of the fact that trains ever used the tracks. In other words, they took no precautions whatever for their own safety. They had not learned their A B C's (ALWAYS BE CAREFUL) so far as the safety of their own lives were concerned. State legislatures and the authorities of municipalities have done little, and are doing little, to teach

users of automobiles, which now includes a large per cent of the people, their A B C's of safety at grade crossings.

On the 21st ult. a disaster occurred in Chicago which shocked the City from center to circumference, and it also shocked the entire country. A balloon exploded. The wreck fell through the skylight of one of Chicago's largest banks. Thirteen people were killed and twenty-five were injured. Since that time the newspapers have teemed with advice about the necessity of the passage of laws to prevent a repetition of this disaster, yet thousands of lives are being snuffed out in automobile grade crossing accidents to every one lost in balloon explosions and still there is no popular demand for the passage of laws to protect automobilists against themselves at railway grade crossings. Once in a while a legislator will murmur

something about the desirability of separating grades. A good thing to do, of course, but to separate the grades at all of the railroad crossings in the country would cost nearly as much as the railroads are capitalized for, and in these times of high taxes, that, of course, would be out of the question. It would not cost scarcely anything to inaugurate campaigns all over the country—a universal campaign—to require automobilists to Stop, Look and Listen before crossing railway tracks at grade. Stop, Look and Listen laws should be passed in all states, in all towns and cities and violators of such laws should be severely penalized. Such a campaign would save hundreds of lives each year, and yet very little is said or heard about it.

"During the first four months of the calendar year," said R. J. Clancy, assistant to general manager of the United States railroad administration, "our records show that of the 151 grade-crossing accidents involving automobiles, twenty stalled on the crossing and were struck by the trains; sixty-eight attempted to cross almost immediately in front of and were struck by trains; thirty-six ran into the side of trains or cars; sixteen ran into and broke down crossing gates lowered to protect them from passing trains; one skidded into the side of car or train; one ran down and injured a crossing flagman; four ran into signal posts; five were involved in accidents of a miscellaneous character.

"Many of these accidents occurred where there was wide range of vision, and all of them at crossings protected either by warning signs, audible and visual signals, crossing gates or flagmen.

"How and why do these accidents occur? you ask.

"When during four months thirty-six automobiles run into and hit the train instead of the train hitting them, when during the same period sixteen automobiles run into and break down crossing gates lowered to protect them from passing trains, when men with their families drive automobiles into trains or

immediately in front of a fast-approaching train, I confess I do not know.

Try to Avoid Accidents

"I know that engineers try to avoid them, for, apart from the danger of derailment and possible loss of their own lives, they do not want to injure anyone if they can avoid it. I know the management has been and is trying hard to avoid them, for it is spending upward of \$1,000 a day for flagmen, has expended large sums of money for installation of crossing gates, visual and audible signals, warning signs, and removal of trees, structures and other obstructions to vision. Notwithstanding the attending facts, it is not inconsistent to assume that drivers of automobiles, too, try to avoid accidents, for it does not stand to reason that a man with his wife and children or with friends or alone would intentionally run into a train or attempt to cross the track immediately in front of a fast-approaching train.

"Drivers of automobiles probably do not realize that a train running fifty miles an hour requires less than a fourth of a minute to run one-fifth of a mile. Then, too, the driver may have his mind occupied with the operation of his machine or may be conversing or carrying on a conversation with some other occupant of the car, and with his mind thus distracted proceeds to cross the track without making any effort to determine whether he may do so safely.

Safeguards No Hindrance

"There are few if any crossings where the driver has not adequate range of vision, but with nearly one-third of the total accidents occasioned by automobiles running into trains and running into and breaking down crossing gates, it would appear that visibility is by no means a paramount factor. Moreover, an analysis of accidents discloses that they occur proportionally at crossings where vision is unobstructed as where restricted.

"Mistakes made in working levers due to excitement or confusion, may account for some of the accidents. I believe, however, that the primary cause of most

grade-crossing accidents is lack of knowledge of the danger or lack of attention to essential duties supplemented by indiscretion or lack of experience on the part of the driver.

"With trains running at varying speeds in both directions throughout the day and night no driver should attempt to cross the track of a railroad at grade without first making sure that it may be done safely, stopping, listening and looking in both directions when necessary. The management and employes are doing and will continue to do their utmost to prevent accidents, but in this respect success in an appreciable degree is conditioned on earnest public co-operation."

The large number of automobile grade crossing accidents has gotten upon the nerves of one of the Illinois Central officials. Discussing this matter, he said:

"Of late I have been wondering if we have not been making damn fools of ourselves, to use the common vernacular, when we try to be in earnest.

"We hold safety meetings, have safety committees, preach the doctrine of safety, erect warning signs, put up gates, put up "Stop" signs, put up bells, employ watchmen, have "no accident weeks," publish articles and statistics until we almost stutter reciting and reading them, and still we have more accidents than ever.

"Something is evidently wrong with the system. I was wondering if Dr. Evans had not said something when a few days ago in speaking of "No Accident Week" he said it was about time that automobile drivers held such a week.

"Long ago I said that we alone had gone the limit, that one side could not do it all, unless we had some help and some co-operation from the other fellow, all we might do was absolutely useless. Even this new "Stop" sign wherein drivers are required in Illinois to Stop, Look and Listen under the law (I paused the other night by the side of one of them on another railway to note how they were being observed). I watched 32

automobiles cross at that place, none of the 32 made a stop; I thought my percentage was great enough and I sneaked off. One man said to me 'They ought to have a watchman at this crossing'; I said I disagree from you, sir; they should have two watchmen at this crossing, one looking each way, because while a good industrious watchman was heading off one 'careful driver' coming from one side another might sneak up on him from the other side and be killed, and that I favored doing the job right; further, I favored two more men, one to look to the north and the other to the south so that all the 'careful driver' would have to do would be to just ride on McDuff.

"As I say, we have about reached the silly point of trying to do all the watching and waiting, and the other fellow has done nothing except play the part of prima donna to the hearse. Of course that is his high privilege, but for the life of me I cannot see why the competition is so strong. Then, too, we stand in danger of exterminating that list of 'careful drivers' of whom we as a nation boast and applaud.

"I have before me the report of the Surgeon General of the army concerning venereal diseases, wherein he says that these diseases constituted the greatest cause of disability in the army. He says that army officers cleaned up the men and are sending them home clean, and then adds that from now on the civil communities will be responsible for the conditions that prevail. You see one side is not trying to do it all; the army took the evil in hand and did all they could; now they can do no more, the other fellow is now asked to do something to augment the situation.

"So with us, we have met, sweated, put in gates, and taken them down again, preached and talked but one side cannot do it all; if the other fellow does nothing but get killed, why all we do is simply love's labor lost.

"I admit that we have the most reckless and wanton set of engineers that ever tipped an oil can; that they are blood thirsty and careless; some of them

have been here for over 40 years and never scratched any paint up to date, but when compared to the list of 'careful drivers' matched against them, many who have never handled any machinery more complicated than a spade until they undertook to run an auto, I weep over our list of degenerates and incorrigibles.

"But this we must admit, that all done and said up to this hour has accomplished nothing; we are still having more accidents than ever before in the history of grade crossings, so that something is rotten in the business up to date. Now you never heard of 'careful drivers' having a safety meeting, or advocating that they do anything in the slightest degree to save themselves. Nothing like that ever happened. I should think they would be somewhat concerned inasmuch as they are the ones for whom the psalms are being quoted. But no meeting like that ever happened."

TIED TO THE TRACK

Former Locomotive Engineer William Beven, who retired on pension recently, after more than fifty-two years of continuous service, during which time he never cost the Railroad Company a dollar on account of a claim caused by his conduct of his locomotive, tells an interesting story about an experience he had with an old, worn-out white mule at Tickfaw, La. He became convinced that the old mule was laying for him and that some night, unless he were very careful, his locomotive would hit the mule and spoil his record. It became a case of wits between Mr. Beven and the old white mule, which proved to be quite cunning in its plans to make a getaway at the expense of the Railroad Company. It was very evident that the mule was trying to get killed on the railroad track and Mr. Beven was doing his utmost to prevent that thing from happening. One night going through Tickfaw, Mr. Beven was on the alert as usual. He saw his friend, the old white mule, on the track, stand-

ing like a stone wall. He sounded the whistle several times, but the mule did not budge. He slowed down the train and continued to sound the whistle, but the mule stood as if in a trance. Mr. Beven thought it would be a serious reflection on him, after playing hide-and-seek with that old white mule week after week and month after month, if he should at last permit the mule to put the trick over on him, so he decided to play safe. He reversed his engine and brought his train to a stop, with the nose of the pilot only a few feet from the mule. The strange thing about it all was that the mule had not moved an inch. This curious thing caused Mr. Beven to get off his engine and examine the mule, and, lo and behold, he found the mule securely tied to the track. The owner of the mule, having become impatient with the long delay in getting his pay from the Railroad for the killing of the mule, decided to help the mule out by tying him to the track. Mr. Beven untied the rope and the mule was allowed to go its way. It never appeared on the track after that, but was probably permitted to die in peace back in the pasture a safe distance from the railroad, and Mr. Beven's one hundred per cent record of never having caused a claim was never in any danger after the old white mule disappeared.

SOME EXAMPLES WHICH SHOULD FURNISH FOOD FOR THOUGHT AND AC- TION IN BEHALF OF SAFETY.

The following is taken from a recent report of the Claims Committee and should be read by every switchman and trainman connected with the Railroad:

\$4,500.00 was paid on account of the fatal injury of L. F. McLaughlin, extra conductor, Gilman, Ill., February 26, 1919. Mr. McLaughlin was engaged in switching a cut of cars. A coupler failed to work automatically and he went in between the cars while they were in motion. His foot slipped and he was killed. McLaughlin lost his life, a

woman lost a good husband, two children lost a father, the railroad lost a good employe, and the undertaker was the only gainer by this sad accident, which was caused by unnecessary chance-taking. Every trainman and every switchman on the railroad ought to be told about this accident and they ought to be reminded of the fact that they are not required to go between cars while they are in motion. If a coupler will not work, stop the cars right then and there and see what is the matter with the coupler.

\$1,350.00 was paid Paul H. Adams, brakeman, for serious injuries received while uncoupling cars, Broadview, Ill., 6:15 A. M., February 23, 1919. After uncoupling between 14th and 15th cars from engine Adams claims he signaled the engineer to pull ahead, which was done. He then reached over to set air. The engineer thought he was giving a back-up signal and stopped, and then started to back up without Adams' knowledge, resulting in Adams being crushed between the draw-bars. It was a case of misunderstanding of signals.

\$500.00 was paid on account of the death of J. H. Harer, brakeman, Rantoul, Ill., August 29, 1917. He went in to throw a switch so as to be ready to let his train out as soon as No. 9 passed. In some unaccountable way he was struck by No. 9 and killed. The supposition is that he either walked too close to No. 9 and was struck, or that he sat down on the track and went to sleep. Every brakeman on the railroad should know about this case. This lesson might prevent some of them from doing the same thing which cost Harer his life.

TWO COLORED BOYS UNDER- TAKE DANGEROUS EX- PERIMENT

One day last month two small negro boys were set to watch cows while feeding on the right of way near Swan Lake, Mississippi. They had been cautioned to keep the cows off the track and also to stay off themselves as it was

a dangerous place and they were liable to be run over and killed.

They had heard that story before and to their youthful minds there was some doubt about those big engines and cars being so dangerous. They had seen them go by many times and had never seen them hurt anybody and did not believe that they would hurt two small boys who had never done anything worse than to get on the railroad track, so they decided to test out their theory. They heard the freight train coming, so they both got on the track one lying lengthwise next to each rail on the inside. The engineer did not see them until his engine was right upon them and he was unable to stop until about 20 cars had passed over them.

One of the boys had a slight cut on the back of his head. He said he raised his head to look around a little and something hit him. The other was not touched.

Presumably these boys are satisfied with their experiment and may conclude that they have proven their case. As is so often the situation, even with mature individuals, it was an excess of curiosity which caused injury to one boy. He wanted to see what was going on while the train was passing over him, the same sort of curiosity that actuates those who investigate a loaded pistol, take a bomb to pieces to see what is inside of it, or to put just a little larger load into a cannon on the Fourth of July than was ever put in before, to see what will happen.

A few years ago a fireman on an engine at Jackson, Mississippi, discovered an old cannon shell among the coal in the tender of his engine. The engineer picked it up and tossed it into the fire box to see what would happen. He lost one hand and sustained serious other injuries as a result of his curiosity.

MAKES A GREAT DIFFERENCE WHOSE OX IS GORED

The conductor of a passenger train on the Lake Cormorant District, which runs through Quitman County, tells Claim

Agent Jolly of a circumstance to which the heading aptly applies.

Some days ago an old mule lay down and died in a lot a short distance from the railroad. The right of way happens to be fenced at that point so, unfortunately for the owner of the mule, it was unable to reach the track, thus depriving the owner of a chance to claim damages on account of death caused by a train. Presumably this poor old animal's long life of faithful toil entitled it to decent interment, but no one has seen fit to discharge this obligation so that the carcass has remained above ground. The weather has been very hot and the effluvium not at all pleasing to sensitive olfactories.

Now, two or three years ago Quitman County distinguished itself by indulging in a rather new line of damage suits which were somewhat inelegantly characterized by those who had to defend them as "Stink cases." Among the lot were some six or seven suits brought by different members of the Carlisle family. It seems that a couple of Quitman's razor-backs one day attempted to emulate the example of numerous foolish humans and attempted to cross the track as Conductor Yard's "Cannon-ball" approached. They missed their calculations as to the speed of the train by one-eighth of a second and hence quickly departed this life. The section foreman with his crew came along next day, collected the fragments, dug a hole on the right of way, deposited them therein and threw a few shovel fulls of dirt on top. It was hot. The ground was hard and the track needed attention, so possibly the burial was too hastily performed. At any rate, after a short time a wandering canine disinterred the swine. Their weight was about 1/50th that of the mule referred to, but it is not recorded whether the stench was only in like proportion.

At any rate, instead of the sire of the Carlisle family getting a negro and abating the nuisance by another and more effectual burial, he looked him up a lawyer and some eight suits at \$2,000.00 each, against the Y. & M. V.

Railroad, sprouted in the court. The first one tried drew a verdict of \$100.00; the next one a verdict of \$1.00 and the court fined the plaintiff \$2.50 for expectorating on the Court House floor. The remaining cases were continued and at the next term of court compromised for a trifle.

The thing that appeals to Mr. Jolly, however, is the fact that the two little pigs should have provoked so much unpleasantness, illness and mental anguish, and then litigation, whereas the unburied mule producing a stench so great that the windows must be closed in coaches of trains and they run by the spot at double speed in order to avoid asphyxiation of passengers seems to have caused neither inconvenience, illness nor litigation on the part of any of the local inhabitants.

Is it not true that "it makes a great difference whose ox is gored," or to modernize it, it makes a great difference in the enormity of the offense whether or not it can be made the basis of a law suit against the railroad?

AUTOMOBILE BEATS TRAIN OVER CROSSING BUT ONE OF THE OCCUPANTS KILLED

On Sunday morning, June 26, Elisha Watson started out in his Chevrolet to carry his wife to the doctor at Webb, Miss. He and his young brother, who was driving, were on the front seat and his wife was on the back seat. According to the statements of the brothers, when they got about 200 feet from the railroad crossing at Mikoma they saw a freight train approaching the crossing at a high rate of speed. The older brother told the driver to stop, but he was going too fast to attempt that, so he went over the crossing like a streak of lightning, passing over when the train was still 100 feet away, the automobile running 200 feet while the train ran 100 feet.

All might have been well had not the woman on the back seat heard her husband tell the boy to stop, which caused her to become frightened and jump out

of the car. Her head hit the ground about as soon as her feet and she died a couple of hours later.

Thus ended a successful attempt to "Beat the Train Across."

DAMAGE SUITS RECENTLY BROUGHT IN MISSISSIPPI AND LOUISIANA

Booth Davis, colored laborer, sued in New Orleans for \$10,900.00 on account of alleged injury sustained while handling sacks of flour on the docks at New Orleans, June 3, 1918. The sacks were piled in tiers eight sacks high. It was claimed a sack weighing 140 pounds slipped off of the tier striking him. It is hard to understand how such an accident could cause serious injury. He was taken to the railroad hospital and kept there a number of days. The surgeons in charge were unable to discern any serious injury. However, he claimed to be seriously and permanently injured and declined to settle on any other basis. Trial of the suit resulted in a verdict for the railroad.

The railroad also won the suit of the Laurel Hill Gin Company and twelve companion suits, for destruction by fire of gin, machinery and cotton at Laurel Hill, La., September 21, 1917, which suits were tried at St. Francisville, La. The plaintiffs were wholly unable to show that the railroad had anything to do with setting out the fire. The nearest they were able to come to this was to show that a passenger train passed there a short time before the fire was discovered. Such proof is sufficient to get by in some states, but not in Louisiana, as there they hold it is necessary to produce some evidence of guilt on the part of the railroad and do not permit the court or jury to stick the railroad simply because it is not known how else the fire could have originated.

The Supreme Court of Mississippi affirmed a judgment in favor of the railroad, based on a peremptory instruction by the trial court at Clarksdale, Miss., in the suit of Lee Alexander and wife for the death of their son, George Alexander, a colored switchman, killed

coupling cars at Clarksdale, Miss., October 15, 1917. The railroad tendered a substantial compromise to the parents a short time after the accident but they had been told they had a good case and nothing less than \$10,000 would satisfy them.

TOO MANY UNNECESSARY DAMAGE SUITS

The recent talk about increasing the number of names in the jury lists of Jefferson county again calls attention to the fact that this community is greatly overburdened by frivolous and unnecessary damage suits.

These suits have reached a point where they are not only a real burden to those who are trying to build up and develop this great section, but they are also becoming a reflection upon the leaders of the local bar. For years Birmingham has heard of the so-called ambulance chasers and others who make it their business to foment unnecessary litigation and to trump up frivolous charges upon which suits can be based—too often unfortunately for no other reason than to drive a compromise bargain by which they may profit.

This has no reference to damage suits of real merit. In a great and growing community there are always cases of merit which must be settled by the courts. That is what our courts are for. But it is not right to burden the dockets with a mass of suits, many of which were never intended to be brought to trial and which are held solely as a whip over someone's head to force a compromise for a figure which would be less than the cost of defending the action.

Instead of making the jury lists larger, they should be made smaller. Serving upon a jury is an unpleasant duty for any man who is the right kind of citizen, and whenever you hear talk of a man going out of his way to seek service as a juror, it may be put down that he has some ulterior motive or has some axe to grind or is one of the so-called "professional jurors" who have nothing else to do but sit around the courthouse watching for an opportunity to pick up the \$3.00 a day which the state pays its jurors for service.

These are not the kind of men Jefferson county or any other self-respecting county wants to settle differences which arise between its citizens. When controversies arise and cases must be tried we want the best men among us to sit upon their merits and pass upon them.

But above all we want something done to lessen the number of unworthy damage suits. We want an industrial situa-

tion here which will be an encouragement for other manufacturers to come in and help us build up the district instead of a condition which burdens them with damage suit hardships to such an extent as to make this not only an unpleasant but an unprofitable place in which to do business.—The Birmingham (Ala.) *Age-Herald*, June 17, 1919.



SCHOOLS
MOUNDS ILL.



CHURCHES

Passenger Department

Little Talks with the Rambler

*Notes of Interest to
the Service*



A Week-End Reunion

"I see by the morning paper," said the Rambler, as he dropped in on me on the way to his room from off a suburban train, "that our Red Cross nurse, the Trunk Lady, is listed among the arrivals at New York on the latest transport."

I was a little surprised at his calling my attention to this, as the lady referred to had not been mentioned between us since the time I teased him about her writing him of her engagement to an army officer whom she had met in connection with her duties in France. I think I have remarked on a previous occasion that to my mind the Rambler was pretty hard hit when that announcement was made. At intervals however, the thought would come to me that perhaps I had mentally exaggerated the situation, especially as very soon afterwards the Rambler seemed practically normal again; beside which there had been the addition of the Professor's Daughter to his list of acquaintances. In fact, it became apparent that the last lady very shortly became transferred from the page of acquaintances in the Rambler's address book to his memory tablet of friends. Nevertheless, my mind was still in a state of speculation as to the real sentiment that

had existed or had been growing up between the Rambler and the Trunk Lady when he in a very matter of fact way thus called my attention to the newspaper report of her arrival in this country. So a few days afterwards when I unexpectedly ran across Tyro in the club at lunch time and we had found a seat together, I mentioned to him my mental queries as to those two people and asked what he thought in the matter.

"Oh," he said with a smile, "I guess no wounds were ever inflicted very deeply on either side in that case, or if there were some scratches they have healed long since. In fact, you know the Trunk Lady reached the city three or four days ago, and having broken up her home when she left for France she is visiting us in our suburb. Incidentally her friend Miss Ouri is also with us, she having made the trip here especially to welcome home her most intimate friend, the Red Cross Nurse. The latter and my wife have naturally had some confidences in regard to the engagement, and according to Helen the matter stands about this way. The Trunk Lady, being a woman, intuitively knew that she had created an interest in herself on the part of the Rambler,

but to what extent she could not gather, although she admits that possibly but for their separation it might have led to a serious sentiment. She on her part confesses to the fact that he interested her to a certain degree, emphasizing the fact that he was at least a good comrade, and one that possibly might in time have awakened in her a tender feeling for him. She insists, however, that her feelings toward him never got beyond the platonic stage; and she doubts whether the Rambler in his mind ever reached a definite state of mind as to his desiring her for a life companion. But when she got into the midst of her work in France, for which she developed a real genius and marvelous aptitude which carried her through all her months in that country always in the evacuation hospitals near the firing line, she became first impressed with the masterfulness of the officers; as a class, with whom she necessarily came in contact. When in time therefore, the manly strength and bravery mixed with an underlying tenderness and regard for the physical and mental welfare of those in his command was forced on her attention by 'her Colonel,' she was drawn to him. At first, simply in admiration. Later a drawing toward each other began to be realized, and the time soon came when both knew that when peace should come their place thereafter in life should be side by side. As for the Rambler, at the time of her engagement, and since, you perhaps do not know what we have always known—that is, that he wrote her on receiving her personal letter of announcement. He wrote, she says, a most manly letter congratulating her and wishing her all happiness, saying that his acquaintance with her had been of such a nature that he trusted he might always be considered her friend. Since then, whatever his secret thoughts were, he has been interested in hearing from time to time of her movements through us, and occasionally has sent her through Mrs. Tyro's letters some little bit of characteristic message along some jocose line. His interest in hearing from her seemed

to be the same as he would display in hearing from or about any other acquaintance or friend. But I am reminded," concluded Tyro, as he signed his lunch check and arose from the table to go back to the office, "of a little scheme that Helen has in mind apropos of the Trunk Lady."

"She proposes, as Independence Day comes on Friday and the following Saturday will be a holiday, that a party of us shall go to the Dunes; and, as our scorching hot weather will probably continue, that we take along our bathing suits and also a blanket for each and sleep on those vast sand piles for the nights, making a three days week-end of it. For my part I would like to go down Thursday night, but Helen says 'No'; that two nights will be enough, beside which she wants to make the between four' and five mile approach to the lake and over the skirting dunes by daylight. In addition to the Trunk Lady and Miss Ouri and ourselves, if all come who are invited, there will be the Professor and his daughter, and of course you and the Rambler are to be included, as well as Snap Shot Bill and Slim and Betty. Betty is Slim's wife, you know, and I want to tell you she is 'some Betty.' I like her. Incidentally you might tell the Rambler about it in order that he may be prepared when Helen takes the matter up with him more definitely."

Later, when I took the matter up informally with the Rambler I was much surprised at his receiving the week-end proposition cordially. I could not refrain however from suggesting to him in a rather interrogatory manner that the Trunk Lady would be there, whereat he said, "What of it? She is a good sport and I will be glad to see her again. I wonder if she has gotten over her teasing habits." So when the fourth came around it found the party complete as enumerated by Tyro, the Professor and his daughter making the trip to the city the day before for the express purpose of being of our number.

It is not the purpose of this story to describe the three days doings, or how

we roughed it for two nights on the Dunes, sleeping on and under blankets only. Suffice it to say that on the first forenoon, after making a forty mile run on the steam cars to a small station in the back dune country, the pilgrimage was made at leisure over what Tyro called the Swamp, Woods and Blow-out trail to the lake. The most of our wanderings and our play and our rests for the three days may be summed up by our being in the water, on the beach or on the high over-topping dune crests near the lake shore. The nature lovers found plenty to occupy their attention in the wonderful flora of the region. The Professor was never tired of noting and explaining the structural and destructive features that were in evidence on every hand as to the formation and shifting characteristics of the wonderful sand dunes. As may be imagined, Snap Shot Bill was more than busy with his kodak, among other things he being constantly called on by Mrs. Tyro to make pictorial records of flowers. Slim and Betty managed somehow to get separated from the others quite often, for, as Bill suggested in his flippant manner, there were "Still large chunks of honey on their moon." He even went so far as to make a record of this last fact by snapping their picture from behind as they sat on the beach in fond embrace on a huge log of driftwood, contemplating the splendors of the sun as it was going down into the broad waters of the lake.

Although the days were warm, *somewhere* there could always be found a breeze, and on the going down of the sun a coolness followed which made the sleeping blankets desirable as covers as well as forming a mattress on the sand. It was during the cool evenings that a fire of driftwood was built on the beach for the double purpose of cooking coffee for the evening meal and to replenish the thermos bottles for the next day's supply. On the first of these evenings around the dying embers of the fire the Trunk Lady was coaxed to relate some of her experiences in France. She spoke modestly, and presumably not too freely on some phases of the mat-

ter; for, being a graduate nurse who had practiced her profession before her marriage, she had been in position to be of unusual service and have experiences not given to the most of her sisters in the same line of work during the great conflict. On the second evening around the fire the conversation was more general, and much to the amusement of the others the Trunk Lady began to tease the Rambler a bit as in the old days. The mood had evidently come to her through a little episode which had set us all in more or less merry mood. The question of a supply of water had arisen, and while in an emergency we might have taken it from the lake the consensus of opinion was that if someone would go to the lone fish house some three quarters of a mile away along the beach and fill our pails from the pump that seemed to be common property there, the water would be better for our purpose. A remark to that effect had first been but incidentally made, but when shortly afterward the matter was referred to again the Rambler and the Professor's Daughter were seen walking off toward the pump, each with a pail. Bill who first made the discovery said to me as I started to follow with a third pail, "Let 'em alone. They will bring back water enough," and so it happened that they made the trip unembarrassed by company.

"They were gone a mighty long time," Slim remarked to Betty as they returned, but the applause of the crowd was given them when it was discovered that they had also brought back with them several pounds of fresh sturgeon. The Professor's Daughter seemed to be in rather a hurry to explicitly explain their long absence by telling how they came to get the fish. The pump, as has been said, was at a fisherman's shack and on reaching it they found he had just got in from off the lake bringing with him a catch of several sturgeon. He killed one of them on the spot and dressed it for them while they waited, and she hoped it would make a good supper. Bill said it would, while Tyro remarked that it would be a matter of taste; he knew of better fish. Between

the two, for they were the cooks on the occasion, it was finally prepared for the supper. The latter was eaten amid much merriment, for in a way that women will have sometimes, the ladies of the party had seemed to find something particularly amusing in the wandering off by themselves of the Rambler and the Professor's Daughter; and particularly in the bringing back of the fish as a peace offering, they chose to assume, for the rest of them having been thus deserted. The Trunk Lady was the leading spirit in this line of humor, and she began covertly teasing the Rambler; "stirring him up," as she said in an aside to Mrs. Tyro, on various subjects.

The Rambler was not surprised, therefore, when, after the evening meal and all pertaining thereto had been disposed of and the little party was comfortably at rest in various positions on the sand, she suddenly turned the subject by asking him if he remembered their first meeting. "I certainly do," was the response. "It was at that southern resort where I was fortunate enough to be able to be of some slight service to you in finding your lost trunk." "And where," she immediately added, "we had a little argument as to whether or not a woman generally gets the worst of it in travel." "Which I trust," the Rambler quickly responded as he viewed with a somewhat woe-begone expression the crushed cigar that he had fished out of his pocket, "I proved to you by examples was a false premise."

"Ah," unexpectedly broke in the Professor, "that question as to whether or not women get the worst of it in traveling makes an interesting problem if the premise is really true; which I do not admit. However, I look at the matter this way." He then went on to discourse, in a very careful and somewhat deep analysis, on female mental characteristics, in which he attempted to explain chiefly why the ladies got in to trouble in traveling. The spirit of his remarks was not at all derogatory to the fair sex. He seemed to seek reasons

rather than to criticize, and apparently made a good case of the general proposition that even when trouble does come to them its nature is such as would not be a trouble to the average male. Of course there was more or less bantering and laughing protest on the part of the ladies during the course of his remarks, although as a whole they were amused rather than offended at his thus taking up the matter at all.

"What do you say, Rambler?" the Trunk Lady interrupted, "to the Professor's argument"; and she looked at Mrs. Tyro significantly as much as to say, "let's get him going."

The Rambler seemed to study his reply rather carefully, as having found an unbroken cigar in another pocket he first proceeded to light it before answering. Finally he said, "I do not think I care to tilt lances with the Professor on any subject involving the whys and wherefores of the actions of your charming sex. I will, however, tell you a little experience we once had with a lady in which will be found possible illustrations of several of the points that the Professor has made. Do you want to listen to it or would it be out of harmony with the spirit of this glorious out of doors life what we are now leading?"

"Oh, go on," said all the ladies in unison, Mrs. Tyro and the Nurse again exchanging significant glances as much as to say, "We've got him started." The Rambler hitched up into a more comfortable position on the sloping sand dune on which they were sitting, and after looking at the end of his perfectly good cigar to see if it was burning, began.

"Two winters ago a lady with two children, both of the latter being under the age requiring the payment of fare, purchased a round trip ticket from a certain central point on our line, which I will call Station A, to a southern coast resort which I will call resort B. She made the going trip and also the return trip on that ticket to within ten miles of her destination; that is, Station A, when the train was held up for thirty hours

account of a washout. The break was first experienced ahead, but before the train could be backed to the nearest station from which a detour could be started a washout also occurred in the rear. Hence the train was pinched at both ends for the time specified. Circumstances were such that our operating department were able to first make repairs at the rear, after which the train was backed out of its difficulties to a point from which a detour was begun over a foreign road. The detour was of necessity a long one, but it was the best that could be done under the circumstances, and our own line was reached at one of our large terminal cities, which I will call Station C. This station was not on the same line with Station A from which the lady started. Therefore a further detour over our own lines was necessary before she could be carried to her legitimate destination. Consequently, she elected to leave the train at Station C; and, incidentally, from that city she made an entirely independent trip to another city and return and then started on a second independent trip in still another direction. In other words, she abandoned her train at Station C and did considerable travel entirely independent of the destination of her original ticket. But she did not shake herself free of us in the matter of complaint and claim, notwithstanding the fact that our representative at Station C, having authority in such matters, gave her much attention and consideration in the endeavor to make things as easy for her as was possible in connection with her return to Station A. She sent the unused portion of her round trip ticket, which was still good from the point where the washout occurred, to the agent at Station A of whom she originally purchased it, asking for refund. Incidentally she thanked him for forwarding her trunk (which had reached his station after the washout had been fully repaired) to the city to which she went from Station C on her own volition. She also wrote direct to the 'Bureau for Suggestions and Complaints' at Washington, explaining her

trip to the resort from which she had come and the delay account of the washouts, and made claims for certain meals for her two children and herself, and for a small amount charged for an upper berth for the two children on the night while the train was stalled; claiming that a charge should not have been made inasmuch as she would have left the train before bedtime that evening but for the unavoidable holding of the train.

"Of course investigations and reports of the entire situation followed, from which various interesting items developed. Among them the fact that the conductor of the train on which she rode from the resort to Station C offered her the option of getting off at the station from which the detour began to await the next through train after the line should be open, or of going through to Station A via the detour; although, in the latter case she would be obliged to change cars en route and double back for a few miles, as by the detour her train would skip a portion of its regular route. Both of these alternatives she declined, saying that she would ride to Station A in the sleeping car in which she started. At Station C she seemed to have changed her mind"—"A woman's prerogative," exclaimed the Trunk Lady—"and refused to continue to her original destination via the detour over the only lines open at that time." So she left the train and called our representative by 'phone to her hotel to adjust matters, as she said. It developed at the interview that followed that her main contention at the time was that she should not have been called on to pay an additional half fare from resort B for her two children, whom she had put to bed in the upper berth over her lower. After its being explained to her, however, that it was not a charge of fare for the children, but in accordance with the requirements of one and one-half tickets for the exclusive use of a sleeping car section, she was apparently satisfied at the time on that point. It has since been claimed that the conductor had some difficulty in collecting this

additional half fare, and that she was rather arbitrary about paying it, although she made no complaint that the train conductor used undue persuasion. But on the following night, when the train was delayed by the washout, she again bought the upper berth for the children; the first purchase that I have mentioned having been for the first night only. It was for this second night's use of the upper that she made claim for refund. Our representative at Station C agreed to arrange for her passage over a more direct line than ours back to her original destination as soon as that foreign line was open, for it, too, had been caught in the washout. In the meantime, however, she concluded to go to one of the additional cities I have mentioned, instead of going back to where she started; and it was to that city the Agent at Station A forwarded her trunk. On her later returning to Station C our people, for the sake of being as good to her as was possible, stretched a point in the regulations by reserving a sleeping car berth for her on our crack train that went part of the distance to the third of the cities that I have mentioned, and which was many miles beyond our own line. Her appreciation for this was to ask that on a through ticket to her foreign destination she be allowed a four days' stop-over at our terminal, and her trunk checked to that point; neither of which it was possible for us to do, as the ticket she had purchased was conditional on through passage."

"Oh, cut it short, Rambler," said Snap Shot Bill, as he tossed a cigarette butt aside and began to stretch. "I want to go in swimming before rolling in my blanket for the night."

"You would not be so nervous if you did not smoke so many of those paper sticks," was the retort. "That is the sixth one I have seen you smoke since supper."

"Let him alone, Bill," said the Trunk Lady, "he is doing very well, but I do wish he would put a little speed on, to get where we find out what the railroad

company did. We know all of the woman's actions, and I suppose, as usual, she got nothing in the end." This, of course, was in a spirit of mischief, and the Rambler so understood it, but he pretended to be somewhat nettled, and replied, "Of course, she got nothing. Nothing was coming to her. As to the refund she asked on the unused portion of the ticket, in carrying her to Station C, we actually gave her more service than she paid for; for, of course, you must know, that on her electing to end her journey at that point she became a return passenger from Resort B to Station C, instead of a round trip passenger from Station A. It was no fault of the railroad that we were unable to get her to her original destination at the specified time, but we did agree to get her there, and would have done so, had she stood by us, at the earliest possible time without extra charge. Of course, we told her so, taking extra pains to try to make the situation clear. Her comeback, however, was an argument on the points covered in our letter of advice, and the additional charge that 'the conductor was a grouch.' It seemed to be characteristic of the lady in the course of correspondence, and in dealing with us through our representative, that each time a claim for complaint was brought up by her and an adjustment suggested, she would repudiate the latter and bring up another complaint not previously mentioned. So, as there was nothing specific in the charge about 'the grouch,' and as the matter of courtesy and the maintenance of proper attitude toward passengers, even under trying circumstances, has been preached to conductors for years, we did not reopen the case in that connection."

"How about the eats," said Bill, reaching over at the same time to one of the open grips lying nearby and helping himself to a sandwich.

"Nothing doing," laughed the Rambler. "The delay necessitating extra meals was not due to negligence on the part of the railroad or any of its em-

ployees, but was occasioned by an unprecedented heavy rainfall over which we naturally have no control."

"As Bill has apparently been satisfied," Miss Ouri laughingly said, as she noticed that Irrepressible was paying more attention to his sandwich than to the Rambler's reply, "Let's wind the whole matter up by asking what became of the claim for the cost of the upper berth. Being something of a traveler myself I am a bit interested."

"Also nothing doing," was the cheerful response. "She was entitled to take

her children to bed with her in her own lower without extra cost, but if she was disposed to give them better accommodations it was right that she should pay for it."

"Well," said the Professor, "in that story I see beautiful illustrations of several points I have just been making. For instance——" "Oh, never mind that now, Papa," said his daughter. "Let's all have one more dip in the lake before bedtime." The suggestion seemed to take unanimously, for the entire party began to dig about in grips and baskets for their bathing suits.

Notes of Interest to the Service

The National Dairy Show, to be held in October at Chicago, has a marked bearing on the professional interest of the great number of breeders of pure bred dairy cattle, dairy farmers, creamery men, butter-makers and others located on or in the vicinity of the Illinois Central and the Y. & M. V. Hence the following from the publicity department of the National Dairy Show, setting forth in brief of what the show is to consist is given agents in order that they may be informed and in position to answer inquiries if applied to for information on the subject:

"Shall America be required to furnish war-torn and war-scarred Europe with dairy cattle from our own herds or will our dairy products take care of the needs of the countries across the seas?

"This is a question of paramount importance to every person connected with the dairy cattle industry; it is so important that it hardly can be overestimated.

"At the great National Dairy Show, in Chicago, this year, the Federal Government will bring to the show some accurate idea of dairy cattle conditions as they exist the world over at the present time, and will endeavor to answer the questions just propounded and other vital questions confronting the dairy cattle industry.

"For these, and for other reasons, the National Dairy Show at Chicago this year holds out a much greater interest for those connected with the dairy cattle industry than ever before. Congress has just appropriated \$25,000 to cover the expense of Government participation in the Dairy Show. Numerous departments of the Government are co-operating in the task of bringing to Chicago accurate and trustworthy knowledge of dairy conditions and exhibits that cannot help but be of interest

to dairy cattle raisers. The Government exhibits will be one of the big features of the coming show. An international clearing house on dairy conditions will be established by the Government at the show and the Department of State has formally announced this fact to foreign governments and has asked them to send delegations or commissions to Chicago at that time for the exchange of information and ideas.

"The National Auction Sales of cattle will be an added attraction for cattlemen and an exhibit of Cow Test Association cows, gathered from all sections of the country, will be exceedingly interesting. The different breed associations are starting a friendly rivalry to bring out their best herds and are calling on their respective exhibitors to rally to the flag of the breed with their exhibits.

"The National Dairy Show this year will be bigger than ever before in every department. The exhibit space will be filled with machinery for the factory, farm and barn. Every foot of this space already has been sold. The educational features, such as Children's Welfare Work, State Leader Work and Domestic Science, will be under the direction of America's best women workers and will be so conducted as to give cattlemen a better idea of the relation of this industry to the whole scheme of humanity than most have possessed heretofore. The dates of the great show are October 6th to 12th. The show coming as it does after all other fairs will make it easy for cattlemen and the members of their families—wives, sons and daughters—to attend.

"Make a notation of the date now and determine that nothing will keep you away from Chicago at that time."

The following changes in schedules and in car service of interest to our agents have taken place since the last issue of this magazine and are in addition to changes concerning which special circulars have been sent out:

Big Four Route:—Extensive changes have taken place, among which are the following: The Knickerbocker Special Train No. 18 for New York, Boston and the East, leaves St. Louis at 2:00 p. m., instead of at noon, as formerly. Train No. 14 leaves St. Louis daily at 12:00 noon for Cleveland and principal intermediate stations. Train No. 7, for St. Louis, leaves Mattoon at 12:40 p. m. instead of at 1:15 p. m. Train No. 8, for Mattoon, leaves St. Louis at 6:00 a. m. instead of 7:15 a. m. New Train No. 34 leaves Chicago daily at 9:20 p. m. for Indianapolis and Cincinnati; carries sleeping car and coach, Chicago to Cincinnati. Train No. 46 leaves Chicago at 11:30 p. m. instead of 11:05 p. m. Train No. 4 between Kankakee and LaFayette, has been discontinued.

Wabash:—The "Banner Limited" is now operated to enter the St. Louis Union Station via Delmar Avenue station instead of the Washington Avenue station, leaving Chicago as formerly, but run on a slightly faster schedule, arriving at St. Louis Union Station at 7:58 p. m. Train No. 15 now leaves Decatur at 2:30 p. m. instead of at 2:45 p. m., reaching points along the line 15 minutes earlier and arriving St. Louis at 6:20 p. m. Train No. 50, Decatur—LaFayette accommodation, leaves Decatur at 3:25 p. m. instead of at 3:45 p. m. Train No. 11, St. Louis—Omaha—Des Moines, leaves St. Louis at 7:30 p. m. instead of at 8:00 p. m. as formerly.

Chicago, Milwaukee & St. Paul:—A standard sleeping car is now being operated between Sioux City and Murdo Mackenzie, leaving Sioux City west bound on Train No. 103 on Mondays, Wednesdays and Fridays, connecting at Mitchell with new Train No. 3-103, leaving Mitchell at 1:00 a. m., Tuesdays, Thursdays and Saturdays, arriving at Murdo Mackenzie at 9:15 a. m.

Great Northern:—A 12-section one drawing room standard sleeping car is now being operated daily from Chicago to Spokane, westbound on the C., B. & Q. No. 49 and the Great Northern No. 1, leaving Chicago at 9:45 p. m.

Pennsylvania Lines West:—Train No. 30 now leaves St. Louis at 12:02 p. m. as formerly, and arrives at New York at 1:52 p. m. instead of 3:10 p. m. No. 26 leaves St. Louis at 12:40 p. m. instead of at 12:15 p. m., arriving at New York as formerly.

An editorial in a recent issue of the *Saturday Evening Post* was devoted to our great Mississippi Valley and the work of

the association that is devoted to its exploitation and development. The editorial is in part as follows, and will probably be of interest to agents of the "Central Mississippi Valley Route."

"Here is a territory containing about two-thirds of the nation's farm acreage; producing three-quarters of its wheat and cattle, more than four-fifths of its corn, hogs, iron ore; about 70 per cent of its cotton and petroleum; more than half the soft coal and wool; nearly half the lumber. It contains also a huge manufacturing industry. It has no deserts, no great barrens. Looked at offhand, one would say it was about all right as it stood, and needed associating, organizing, developing or reclaiming, rather less than any other extensive region on the globe.

"Nevertheless, it has an association, which held its first annual convention at Chicago not a great while ago, and there is very much for that association to do. For one obvious thing, this valley has the greatest river system in the world. At present its rivers do comparatively little good except for scenery, and a great deal of harm, periodically, by floods. Naturally, the association wants to turn that vast natural asset to better account. In spite of a cultivated farm acreage larger than the area of most nations, there are great tracts that can be reclaimed for cultivation, other tracts that can be made more fertile. Compared with what it might produce of goods that men and women want, what it now produces is only a fair start."

He hears he is to have two weeks.
 He tears to the railway station.
 He accumulates fifty folders.
 He hurries home and spreads them out.
 He holds a long conference with the wife.
 He decides to go to the seashore.
 He learns that his wife prefers the mountains.
 He agrees to compromise with her.
 He agrees to go to the mountains.
 He plans three weeks for the big vacation.
 He is sick and tired of the noise in town.
 He has an apartment near the elevated.
 He says the roar of trains kills him.
 He knows it will be immense in the country.
 He plans fourteen nights of sound sleep.
 He gets on the train with his wife.
 He arrives at the old farm in the hills.
 He is welcomed by the wife's folks.
 He jumps into bed with a whoop.
 He gets ready for the big snooze.
 He hears some strange sounds.
 He hears tree-toads and crickets.
 He hears the old hound baying at the moon.

He slaps at mosquitoes.
 He gets to sleep about 4 o'clock.
 He sleeps a half hour and then—
 He hears the hired man getting up.
 He tries it again the next night—
 He tries it the third night with no more
 luck.

He makes up his mind on the fourth day.
 He leaves his wife on the old farm, and—
 He beats it back to the noisy city.
 He crawls into bed in the old apartment.
 He hears the "L" trains banging away.
 He hears the rattle and roar of wagons.
 He hears a thousand auto horns, but—
 He doesn't hear them long, because—
 He is sound asleep in five minutes.

Chicago Herald and Examiner.

Scientific Parent (on a stroll)—"You see out there in the street, my son, a simple illustration of a principal in mechanics. The man with the cart pushes it in front of him. Can you guess the reason why? Probably not. I will ask him. Note his answer, my son." (To the Coster): "My good man, why do you push that cart instead of pulling it?"

Coster—"Cause I ain't a hoss, you old thickhead."—*London Blighty.*

"Rufus, aren't you feeling well?"

"No, sah. I'se not feelin' very well, sah."

"Have you consulted your doctor, Rufus?"

"No, sah. I ain't don't dat, sah."

"Why? Aren't you willing to trust your doctor, Rufus?"

"Oh, yes, sah. But de trubble is he's

not so alt'gether willin' to trus' me, sah."—*Exchange.*

"Bill Moon's wife presented him with a new daughter Tuesday," says the Warfield Item. "He celebrated by getting drunk and the judge fined him five dollars, but Bill had only twenty-five cents left." Here's a case where a new Moon was followed by a full Moon and a Moon in the last quarter in quick rotation.—*Boston Transcript.*

"I want a lower berth on the midnight train to New York."

"No more lowers," said the clerk.

"Then I'll take an upper."

"No more uppers."

"Well, do what you can for me."

"I'm doing it now. All I can do is to sympathize with you."—*Clipped.*

A man in Ohio had a strong civic spirit, and when he died he left all he had to the city. All he had was a wife and nine children.—*Clipped.*

"And shall I be able to play the piano when my hands heal?" asked the wounded soldier.

"Certainly, you will," said the doctor.

"Gee, that's great. I never could before."—*Boston Transcript.*

"Phew! How can you smoke such cigars as this one you've given me?"

"I can't. That's one you handed me yesterday."—*Exchange.*



*A Wave of the Hand to the
Crew of a Passing Train
is Typical of the
Spirit of
Co-operation.*



Purchasing & Supply Department

The Flood at Water Valley, Miss., March 16, 1919

By W. E. Hoyt, Division Storekeeper, Water Valley, Miss.

WHILE the immortal Shakespeare asks: "What's in a name?" contending that a rose by any other name would be just as fragrant, nevertheless not on the map is there a city more appropriately named than Water Valley, Miss., and Dame Nature never misses an opportunity to prove it. In spite of the fact that quite a while ago the state of Mississippi declared this little city to be "dry" and her male population may never again rest its foot on the rail at the bar, still "wet" days down here are by no means infrequent.

But one Sunday last March all previous records were broken. Early in the afternoon the appearance of the sky caused considerable apprehension and a heavy rainstorm was anticipated. All possible precautionary measures were taken, entrances to stores and business houses "bulk-headed," etc., which availed little, however, to combat the force of the flood when the "heavens opened."

At half past five Sunday afternoon, March 16th, the worst cloudburst and rainstorm ever known in this locality hit Water Valley and kept it up for at least an hour and a half. Noah, securely sheltered in the Ark, never saw the heavens weep more copiously than they did that afternoon at Water Valley, and more than one citizen of this town sorely wished that he, too, had been given a little advance notice and had built an ark.

Words cannot describe the deluge of

water which came pouring in upon this the town, which drains the surrounding little city! The creek running through high country soon overflowed its banks and the entire locality was inundated to a depth of between three and one-half or four feet. The force of the flood wrought considerable damage in that small buildings, platforms, stacked lumber, etc., were washed loose and carried great distances, and in their stead was deposited sand, mud and other debris. Many business houses were flooded to a depth of one and one-half to two feet, and the Railroad Company's Shops, Storehouses and premises were submerged to about the same extent. In many places the force of the rushing water dug deep ditches or gullies, depositing the refuse elsewhere, and the Railroad's property sustained great damage due to the proximity of the Storehouse and Yards to the creek which runs through the city.

Owing to washouts on line of road, all train movement in this locality was suspended for over four days. The Machine Shops at Water Valley were entirely closed down until the morning of March 20th and the Car Department did not resume partial operation until Monday morning of the following week. Although the water subsided rapidly, the Railroad's forces were busily engaged in removing the mud, sand, etc., from the Shops, Storehouses and premises—an average of fifteen or twenty cars of debris being removed daily. Practically

three hundred cars of sand and dirt were hauled out of the Shop Yard and dumped on the right-of-way for filling purposes.

The Supply Department's lumber yards were very badly damaged it being necessary to rebuild 720 feet of lumber ramps and use in "filling in" about twenty carloads of cinders. Owing to heavy receipts of lumber prior to the flood, the work of reconstruction was slow, on account of the large amount of rehandling necessary. In addition to deterioration account of lumber being water and mud soaked, considerable Company lumber was scattered over the town and washed down the creek back of the Lumber Yards. More than half of a two hundred foot car casting platform was washed away when the levee of the creek gave away, allowing a large number of castings to fall into the creek,

which had to be recovered by digging out of the sand on the creek bed.

Thanks to the quick action of all concerned, the loss of Company material was slight, a small amount of finishing lumber being water and mud soaked before it could be reclaimed, and rendered unfit for use. Practically all of the lumber which had been washed away was located, hauled back to yards and re-stacked. The expense to the Railroad brought about by the work of reconstruction, which was finally completed about June 15, ran into considerable money. Heavy rains following the flood seriously retarded the reconstruction work.

There are here shown a few "before and after" views of certain parts of the Railroad's property the morning after the flood and the same locations following the "clean-up."



1—Section of lumber yard morning after flood. 2—Section of lumber yard following "clean-up." 3—Casting platform after flood, showing debris. 4—Casting platform after clean-up." 5—Car department casting platform morning after flood. 6—Car department platform after reconstruction.

The Mississippi Division as well as Water Valley Shops and Storehouse organization certainly faced a big undertaking in the matter of readjustment fol-

lowing the flood and it can readily be imagined that for some little time regular duties were discharged under great difficulties.

Things We Should and Should not Do

Keep your feet off of the seats and finished work in passenger cars. If you put your feet on the furniture at home, of course we can't expect anything better from you.

Don't stay in that fire box or tank too long. Keep the hammer working so they will know that you are on the job. Get me?

You clerks and others using stationery, don't waste the top sheet of a pad of paper! It can be brushed off and straightened out. Do you tear off six sheets from the pad when needing four?

Defend the Railroad against "knockers." Did the Company ever ask *you* to do anything wrong? Then it must be the employe and not the Railroad. If employes carry out instructions, it will eliminate to a great extent excuse for knocking.

Don't you remember walking into several offices last month and noticing the electric lights burning at eleven o'clock on a fine, bright morning? What comments would be made if "the wife" allowed such waste at home?

Do you use the short ends of lead pencils? Holders for helping toward this end can be bought for four or five cents each.

Why leave that wheel-barrow or truck in aisles of warehouses, shops, etc? Did

you ever fall over an object of this kind in the dark?

You "deadheads," riding in crowded passenger cars, give that revenue passenger a seat! Perhaps it is an old lady or a woman with a child. Stop and consider that every revenue passenger helps the Railroad pay the bills, by which you are benefited.

Did you ever wonder what becomes of all the pins manufactured by the ton every year? A receptacle on your desk to hold pins removed from correspondence instead of throwing them away means quite a saving in a year's time.

When oiling rail joints, put some of that oil on those rusty bolts left out in the weather which are deteriorating. It will benefit the Railroad as well as you when applying.

Shut your machine motor off when machine is idle. Current costs money these days.

Who is doing it? What? Cutting air hose off of nipples and couplings? Let's get him!

Who scratched that match on that new coach just out of the shop? I wonder if he scratches matches on his piano at home!

Goodbye. Will see you in the September issue.

Royalty Honors Former Supply Department Employee

"Well, what *WILL* she do next?" was the comment of those who knew Miss Josephine Marie Kelly when they read on the front page of the *Chicago Tribune* of July 2 that she had completely won the heart of none other than the young King of Greece! During

1910 and 1911 Miss Kelly was in Company service as a stenographer in the General Storekeeper's Office at Burnside, and the "old timers" who knew her, to a man, highly congratulate King Alexander, and compliment him on his choice.

To quote briefly from the "write-up," Miss Kelly, who has been abroad for some time doing Red Cross work, was seen last January by His Majesty at a tea given in his honor in the Athens royal circle. The chic, young person, in her neat Red Cross uniform, with her violet-blue-eyed, jet-black-haired Irish beauty, surely did make him "sit up and take notice," and he demanded an introduction. Not at all abashed was little Miss Kelly, and in her free, easy manner she brilliantly chatted with His Royal Highness and won her way straight to his heart. Since their first meeting the young King has paid marked attention to Miss Kelly—most persistently has he sought her company, and all Athens, in fact the Courts of Europe, are breathlessly awaiting the outcome. Alexander is *so* democratic—the American girl is *so* attractive, *so* bewitching—you can never tell what pranks "Dan Cupid" is up to! Why, "Dame Rumor" says that Alexander will make her his Queen!

And so the "old timers," who are



MISS JOSEPHINE MARIE KELLY

willing to stake all on the quaint, vivacious little girl who was wont to put glue in their hats, pins in the cushions of their chairs—who understandingly listened to their various tales of woe and scolded them and said pretty things to them in the same breath, are also eagerly awaiting developments. But "Uneasy lies the head that wears the crown." Why even a Greek King is not good enough for Josie!

"Prevent Fire Losses—Study the Causes"

Dangers of Gasoline

G. R. Hurd, Supervisor of Fire Protection

FATALITIES on account of gasoline fires are on the increase and, in harmony with experiences respecting human indifference, the increasing use of gasoline and other liquids which are dangerous because of their ready inflammability, will probably increase the number of accidents which cause loss of life as well as great damage to property.

A feature, however, which is not readily comprehended and which is a serious source of danger is the fact that a mixture of the gasoline vapor and air is highly explosive under certain conditions.

When we hear of a disastrous gasoline explosion we may be sure that it resulted from the mixing of the vapor from the gasoline with air in the proportion necessary to form an explosive mixture.

The behavior of illuminating gas, which burns quietly when liberated alone, but explodes when a mixture with air is ignited, is quite analogous. The public has been slow to appreciate these distinctions, and hence they deserve emphasis. Again the public cannot make distinctions, between the explosive vapor and the purely combustible vapor; therefore certain precautions must be taken in handling this hazardous fluid.

At ordinary temperatures air will hold from 5 to 28 per cent of gasoline vapor. As gasoline vapor is about three times as heavy as air, in a room containing a mixture of the vapor with air, the vapor is found in largest proportion near the floor. According to experts there is needed only a small proportion of gasoline vapor to render air explosive—1.4 cubic feet of vapor to 97.5 cubic feet of air. One gallon of gasoline, under ideal conditions, can render 2,100 cubic feet of air explosive.

A dangerous feature of gasoline vapor is that it may travel a considerable distance from the gasoline and there be ignited, the flash traveling back to the

container of the liquid and causing a roaring fire in a few seconds.

When gasoline is passed from one metallic vessel into another, especially through a chamois-skin strainer, frictional electricity is apt to be generated, which under certain conditions jumps in the form of a spark which may ignite the gasoline vapor and cause an explosion. Chamois-skin strainers should not be used. Use only wire-gauze strainers and see that funnels are so equipped.

Don't store gasoline or other highly volatile oils in large or small quantities where other oils, paints, etc., are stored, or use or handle in valuable properties or where they would endanger life or property of any kind. Store in a specially constructed container or building built on approved lines and in an isolated location.

Don't use gasoline in processes where it can be avoided and where a less dangerous substitute can be used as advantageously and economically.

Don't permit or use open lights or flames at or near places where gasoline and other highly dangerous and inflammable liquids are used or stored. Post signs in such locations, giving this rule.

Have these dangerous liquids handled only by experienced men who realize the dangers, and use only from approved "safety cans."

Storage and Handling of Empty Gasoline Barrels.

These barrels are a source of danger and should receive greater care.

Drain the barrels thoroughly and allow all accumulated vapor to escape; remembering that gasoline vapor is heavier than air. Also store the barrels in a cool or shady place.

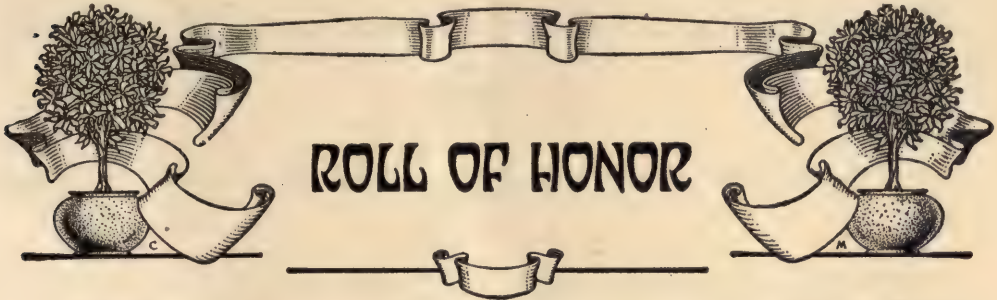
Keep their filling or vent holes properly closed.

Before empty barrels or receptacles are transported, Interstate Commerce Commission Regulation No. 1895-A,

reading as follows, should be observed:

Empty barrels, kegs, or drums previously used for the shipment of an inflammable or corrosive liquid, must have their filling and vent holes properly closed. They should be loaded in open

or stock cars when practicable. Labels are not required on such packages, and cars should not be placarded, but lighted lanterns or other open-flame lights should be kept away.



Name	Occupation	Where employed	Yrs. of Srvce.	Date of Rtrmt.
Lycurgus D. Banks.....	Brakeman	Clinton, Ill.	22	Feb. 28, '19
August F. Marx.....	Laborer	Waterloo, Ia.	22	Feb. 28, '19
Adam J. Shell.....	Engineman	Clinton, Ill.	45	Mar. 31, '19
Lafayette G. Friedenstein.....	Engineman	Centralia, Ill.	29	Feb. 28, '19
William H. Moales.....	Conductor	Louisiana Divn. ...	35	Nov. 30, '18

WILLIAM HENRY MOALES

MR. WILLIAM HENRY MOALES was born December 31, 1860, at New Orleans, La., and died July 2, 1919, at Colorado Springs, Colo. He was first employed by the Illinois Central Railroad as an engine cleaner, and served successively as caller, brakeman, and conductor, which position he held until June, 1919, when, after a very efficient and commendable record of thirty-five years he was retired on a pension.

He was a capable and loyal employe, and his death will be regretted by his many friends.



W. H. MOALES, JR.



Freight Service



Failure to Protect Baled Cotton Cause of Immense Losses

Cottrell Estimates That Arkansas Farmers Have "Thrown Away" \$3,375,000 Already This Year

Arkansas has suffered a loss conservatively estimated at \$3,375,000 this year from the deterioration of cotton in bales that have been left out in the open exposed to the elements, according to H. M. Cottrell, agriculturist of the Arkansas Profitable Farming Bureau of the Little Rock Board of Commerce.

Every dollar of this loss was due to "pure shiftlessness," Mr. Cottrell says, and he calls attention to the fact that this loss will be further increased unless care is taken with the large quantity of cotton that still remains on hand in Arkansas.

"The damage to cotton during the last six months resulting from failure to give the bales proper shelter is appalling," says Mr. Cottrell. "No other word will express it. Farmers and cotton buyers have lost millions of dollars because they did not properly store the bales. Every cent of this loss was unnecessary.

"A man left his baled cotton at the gin until the last week in March. The gin dumped the bales off the platform and they lay on the ground where they fell. The man found a buyer and learned that an average of one-fourth of each bale had rotted. His loss was \$34 a bale.

"Another man had 32 bales, for which he was offered 38 cents a pound. He let it lie on the ground without shelter

and a few days ago sold it for 30 cents subject to its being reconditioned. The damage was so great that the cotton brought him net 18 cents a pound, a loss of \$100 a bale from the price he was first offered.

"In traveling over the State this winter I have repeatedly seen bales of cotton lying on the ground in front of an empty shed. The grower had hauled the bales home from the gin and dumped them in front of the shed, intending, some time, when it was convenient, to roll them into the shelter. All over the cotton-producing section of the state may be seen bales lying on the ground. They have been unsheltered so long that they have sunk two or three inches into the mud.

"It was estimated that on April 15 there were in Arkansas 225,000 to 230,000 bales of cotton on farms in country towns and that at least half of that number had been damaged. The average loss on the entire quantity still in the country probably is \$15 a bale or more.

"Why this loss? Why do owners of a piece of property as valuable as a bale of cotton allow it to be damaged? No one can answer, because it is incomprehensible that a man will allow his property to waste away so rapidly when he can so easily protect it and usually at little or no expense. I have asked many men who show good sense in other things why they let their cot-

ton rot, and not one has been able to give any reasons. Every one hung his head and said he did not know what made him so shiftless.

"Cotton becomes damaged quickly when the bales are left on the ground. It does not become damaged so soon when the bales are stored on a platform, but once it starts to mold on a platform the damage increases even more

rapidly than when the bale is on the ground. The only way to keep cotton from becoming seriously damaged is to store it as soon as it is baled in a dry place, where it will be protected from moisture and storms.

"It is not too late to prevent much damage to the cotton still on hand."—ARKANSAS DEMOCRAT of Little Rock, Ark., April 26, 1919.

Railway Stockholders

December 31, 1917

Bureau of Railway Economics, Washington, D. C., July, 1919

Prefactory Note

Bulletin No. 94 of the Bureau of Railway Economics was a compilation of the number and holdings of railway stockholders on June 30, 1915. A similar compilation was prepared by the Bureau as of December 31, 1916, but publication was held up by the war. The present bulletin not only incorporates the unpublished data for 1916, but brings the record down to December 31, 1917. Inasmuch as this was the date on which the railway system of the United States passed into the hands of the government for war operation, the statistics here presented are significant as indicating how many persons owned the railways, and what was the nature and amount of their holdings, at the moment when their properties were taken over temporarily by the Federal government.

Railway reports filed with the Interstate Commerce Commission show the number of stockholders of record at the last closing of the stock books of each company on or prior to the respective dates to which the statistics apply. If the stock books are not closed during the year, the statistics

are those of the close of the year.

This bulletin is based on reports to the Commission of operating and non-operating companies of all classes, except switching and terminal companies. The statistics are virtually complete for each class, although it has been necessary to omit a few of the smaller roads that filed incomplete returns or no returns at all. Such omissions are so unimportant as to be virtually negligible for practical and comparative purposes.

The statistics are presented according to class and territorial district, following the lines laid down by the Interstate Commerce Commission. Roads of Class I are those operating roads, together with their non-operating subsidiaries, whose annual operating revenues are above \$1,000,000; similarly, Class II comprises roads with annual revenues between \$100,000 and \$1,000,000, and their subsidiaries; while Class III comprises roads with annual revenues below \$100,000, and their subsidiaries. The Eastern, Southern, and Western districts correspond to the territorial classification of the Commission.

Railway Stockholders: December 31, 1917

Summary—Stockholders of the railways of the United States numbered 647,689 on December 31, 1917, as compared with 612,889 on December 31, 1916, and 626,122 on June 30, 1915. The average holdings per stockholder, par value, amounted to \$13,966 in 1917, as compared with \$14,321 in 1916 and \$13,796 in 1915.

The foregoing statements apply to all roads. For roads of Class I and Class II, operating 96.6 per cent of the total railway mileage, it is possible to exclude to a considerable extent capital stock held by or for other railway companies. Making this exclusion, the approximate amount of railway stock in the hands of the general public on December 31, 1917, was \$6,377,551,082. This stock was in the hands of 636,208 holders the average amount of their holdings being \$10,024. The corresponding returns for 1916 were \$6,202,673,485 of capital stock in the hands of the public, 600,671 stockholders, and average holdings of \$10,326; for 1915, \$6,004,496,162 of capital stock in the hands of the public, 607,630 stockholders, and average holdings of \$9,882.

These statements of the number of railway stockholders for each year show merely the number of distinct holdings of stock, and have no reference

to the number of individuals for whom the stock was held. The stock holdings of one bank or of one corporation may belong, indirectly, to thousands of individuals, depositors of the bank or stockholders of the corporation. Thus the number of individuals who possessed ownership equities in the American railways on December 31, 1917, was far greater than 647,689, the number of actual holdings of stock, for it may safely be assumed that an overwhelmingly large proportion of the stock held by corporations, estates and similar holders (who entered but once each in the total of 647,689) belonged actually, though indirectly, to millions of individuals.

Number of Stockholders, December 31, 1917.

Table I shows the number of roads, operated mileage, and total number of stockholders on December 31, 1917, grouped according to class and district.

The total number of stockholders of the 1,272 railway companies on December 31, 1917, was 647,689. The operated mileage was 259,485 miles. There were 847 operating roads, with 560,621 stockholders, and 425 non-operating companies, with 87,068 stockholders. The number of stockholders per company averaged 509.

Stockholders of the Eastern rail-

TABLE I
Number of Stockholders
Railways of the United States, December 31, 1917

Class and District	Number of roads	Miles of line operated	Number of stockholders
All classes:			
United States.....	1,272	259,485	647,689
Eastern District.....	534	64,829	340,586
Southern District.....	275	50,378	58,301
Western District.....	463	144,278	248,802
Class I (operat. and non-operat.):			
United States.....	572	232,798	627,930
Eastern District.....	333	59,089	332,624
Southern District.....	78	42,352	53,226
Western District.....	161	130,357	242,080
Class II (operat. and non-operat.):			
United States.....	272	18,006	8,947
Eastern District.....	88	4,067	3,470
Southern District.....	62	4,650	2,659
Western District.....	122	9,289	2,818
Class III (operat. and non-operat.):			
United States.....	428	8,681	10,812
Eastern District.....	113	1,673	4,492
Southern District.....	135	2,876	2,416
Western District.....	180	4,132	3,904

ways numbered 340,586, or 52.6 per cent of the total; stockholders of the Southern railways, 58,301 or 9.0 per cent; stockholders of the Western railways, 248,802 or 38.4 per cent. This indicates nothing as to the residence distribution of the stockholders, for residence and ownership do not necessarily correspond. A man may live in the East, South, or West, but may own stock in any railway throughout the United States.

It should be borne in mind that the number of stockholders shown in Table I is the number of distinct holdings of stock, and does not necessarily represent the number of separate individual owners. On the one hand, the aggregate contains duplications arising from the fact that a person may own stock in two or more railway companies; on the other hand, and of much greater significance, blocks of stock are often held in trust for multiple beneficiaries, or are held as investments by banks, insurance companies, and educational, benevolent, or

security holders who at the date of the latest closing of the stock book or latest compilation of stockholders, held the largest amount of stock in the respondent. Table II, a summary of these reports for Class I, divides these twenty largest stockholders into classes, and shows the par value of their holdings by class and by district.

Table II shows clearly and convincingly the diversity of railway stock ownership. Of the \$3,365,977,352 of railway stock representing the large holdings summarized in Table II, individuals hold directly stock to the par value of \$718,981,544, or 21.4 per cent. The \$1,527,709,308 of stock held by or for railway companies is not a concentrated holding, but really is held for and belongs to all the stockholders of those companies. The \$516,936,900 stock holdings of trust companies and banks belong to countless depositors and other beneficiaries; the stock owned by insurance companies belongs to their policy holders; the securities

TABLE II

Summary of Lists of Twenty Largest Stockholders, Railways of Class I. December 31, 1917.

Class of stockholders	Par Value of Holdings			
	United States	Eastern District	Southern District	Western District
Individuals	\$ 718,981,544	\$274,684,052	\$165,675,150	\$278,642,342
Railway companies	1,020,726,150	437,492,350	130,035,150	453,198,650
Trust companies holding for railways	420,277,208	75,379,150	59,847,650	285,050,408
Other holders for railways	86,705,950	55,479,850	11,147,800	20,078,300
Trust holdings (beneficiary not stated)	405,432,750	58,431,800	52,291,200	294,709,750
Other trust companies and banks	111,504,150	9,990,150	68,529,000	32,985,000
Other corporations or partnerships	554,871,700	219,797,000	73,996,200	261,078,500
Estates	19,153,850	6,873,150	1,901,000	10,379,700
Insurance companies	28,324,050	16,808,450	3,440,100	8,075,500
Total	\$3,365,977,352	\$1,154,915,952	\$566,863,250	\$1,644,198,150

other institutions in which many individuals have an interest, although not directly. To say that there were 647,689 railway stockholders in 1917 is therefore very much to understate the total number of individuals who had a direct or indirect interest in the financial status of the railways, and in the equities represented by railway ownership.

Twenty Largest Stockholders December 31, 1917

In its annual report to the Interstate Commerce Commission, each railway of Class I and Class II is required to list the names of the twenty

held by any corporation belong to the stockholders of that corporation. When it is remembered that the savings banks of the country represent over 10,000,000 depositors, and that the life insurance companies alone (although all are not represented in Table II) have nearly 40,000,000 individual policy holders, it is evident that the widespread ownership of the railways while indirect, is an undeniable fact.

This same fact is strikingly brought out in a statement recently issued by the Interstate Commerce Commission, showing that 8,301 out of the 627,930 stockholders of railways of Class I

held about one-half the number of the outstanding shares of stock of those railways. At first sight this appears to indicate great concentration of railway stock in the hands of a relatively small number of holders, but further analysis shows that more than five-sixths of the total number of shares held by the 8,301 large stockholders were in the hands of railway and other corporations, voting trustees, and estates, the remaining shares being individual holdings. These individual holdings comprised 8.2 per cent of the \$8,603,190,028 of total outstanding stock of railways of Class I. It may safely be assumed that the great bulk, if not the whole, of the stock held by corporations, trustees, and estates represented blocks of stock held in trust or for corporate investment, in which many individuals had an indirect interest. In the light of this analysis, the seeming concentration of railway stock in the hands of a few individual holders is largely contradicted by the actual fact that only 8 per cent of the total outstanding stock is concentrated in large individual holdings, while the remaining 92 per cent is distributed among hundreds of thousands of small holdings, or is held in trust for, or for the benefit of, many millions of individuals.

Still further proof appears in the stock holdings of various benevolent

organizations, and of universities and colleges. Railway stocks held by 34 representative American universities and colleges with a total enrollment of approximately 100,000 students, amount to \$8,646,344 (par value). With their railway bond holdings of \$46,552,344, the total investment in railway securities of these schools amounts to more than a third of their total productive funds.

It has been stated, in fact, that the ownership equities of the American railways are in the hands of more than 50,000,000 people.

Holdings per Stockholder, December 31, 1917.

Table III shows the par value of gross capital stock outstanding on December 31, 1917, the total number of stockholders, and the average amount of stock per stockholder.

Capital stock outstanding on December 31, 1917, amounted to \$9,045,431,809. The capital stock of the Eastern railways represented \$3,559,686,211 or 39.4 per cent of the total; of the Southern railways \$1,203,202,068, or 13.3 per cent; of the Western railways \$4,282,543,530 or 47.3 per cent.

The average holding per stockholder was \$13,966 for the United States as a whole. In the East the average was \$10,452; in the South it was \$20,638; in the West, \$17,213.

As in earlier years, the average

TABLE III
Average Holdings Per Stockholder
Railways of the United States, December 31, 1917.

Class and District	Capital stock outstanding Par Value	Number of stockholders	Average amount of stock per stockholder
All classes:			
United States.....	\$9,045,431,809	647,689	\$13,966
Eastern District.....	3,559,686,211	340,586	10,452
Southern District.....	1,203,202,068	58,301	20,638
Western District.....	4,282,543,530	248,802	17,213
Class I (operat. and non-operat.):			
United States.....	8,603,190,028	627,930	13,701
Eastern District.....	3,433,734,454	332,624	10,323
Southern District.....	1,089,848,118	53,226	20,476
Western District.....	4,079,607,456	242,080	16,852
Class II (oper. and non-oper.):			
United States.....	335,471,297	8,947	37,495
Eastern District.....	107,702,407	3,470	31,038
Southern District.....	80,707,610	2,659	30,353
Western District.....	147,061,280	2,818	52,186
Class III (oper. and non-oper.):			
United States.....	106,770,484	10,812	9,875
Eastern District.....	13,249,350	4,492	4,063
Southern District.....	32,646,349	2,416	13,513
Western District.....	65,874,794	3,904	14,312

holdings for railway companies of Class II were considerably larger throughout than those for Class I. This was due to the relatively small number of stockholders per company, a considerable number of companies of this class being controlled by other corporations and their stock being held in large blocks. The same thing is true of companies of Class III, but the comparatively low capitalization per company results in a small average holding per stockholder. In the case of many controlled railway companies, the number of stockholders on their books is the sum of the number of directors (holding one qualifying share of stock each) and the controlling corporation.

To obviate the duplications resulting from intercorporate holdings of railway stock, Table IV eliminates them as far as is practicable from available records.

Railway Stock in the Hands of the Public on December 31, 1917.

Since 1915 the Interstate Commerce Commission has required roads of Classes I and II to report the names and holdings of their twenty largest stockholders. Generally speaking, wherever one railway company has a controlling interest in another railway company through stock ownership, its name will appear in the list of the twenty largest stockholders of the controlled company. By eliminating such holders and their holdings, so far as they may be railway companies or trustees holding for railway companies,

it is possible roughly to approximate the amount of stock held by the public, and the number of stockholders owning such stock. The result is only an approximation as it necessarily can take no account of small holdings by railway companies, but a large part of the duplication due to intercorporate railway holdings can certainly be eliminated by the method outlined. Table IV gives the result of such an elimination.

Railways of Classes I and II operated 250,804 miles of line on December 31, 1917, or 96.6 per cent of the total operated mileage on that date. Table IV shows, first, the outstanding stock and total number of stockholders of railway companies of Classes I and II; second, the number of cases of stock held by or for other railway companies, reported as among the twenty largest holdings of each company's stock, and the amount of stock so held; deduction of railway holdings and number of stockholders from the total produces as a result, third, the amount of stock in the hands of the general public and the number of stockholders corresponding to such stock.

The total number of stockholders of railway companies of Classes I and II on December 31, 1917, was 636,877, while their total capital stock was \$8,938,661,325. The average holding per stockholder was \$14,035.

Deducting from the aggregate amount of stock and number of stockholders, respectively, the \$2,561,110,243 held by or for other railway companies, and the 669 railway companies

TABLE IV
Railway Stock in the Hands of the Public: December 31, 1917
(Roads of Classes I and II, with annual operating revenues above \$100,000)

Item	United States	Eastern District	Southern District	Western District
Number of roads.....	844	421	140	283
Miles operated.....	250,804	63,156	47,502	140,146
Number of stockholders.....	636,877	336,094	55,885	244,898
Total stock outstanding.....	\$8,938,661,325	\$3,541,436,861	\$1,170,555,728	\$4,226,668,736
Av. holding per stockholder.....	14,035	10,537	20,946	17,259
Held by or for railways:				
Number of railway holders.....	669	391	108	170
Amount of stock held.....	\$2,561,110,243	\$995,382,218	\$247,830,807	\$1,317,897,218
In hands of public:*				
Number of stockholders.....	636,208	335,703	55,777	244,728
Amount of stock held.....	\$6,377,551,082	\$2,546,054,643	\$922,724,921	\$2,908,771,518
Av. holding per stockholder.....	10,024	7,584	16,543	11,886

*Approximate.

by or for whom held, the approximate net amount of stock in the hands of the public becomes \$3,377,551,802, while the number of holders of net stock was 636,208. This reduces the average holding per stockholder to \$10,024. The corresponding average in the East was \$7,584, in the South \$16,543, and in the West \$11,886.

Comparison of 1917 with 1916 and 1915.

Table V compares the statistics of Tables I and III, all classes of roads for the United States combined, with corresponding statistics for December 1, 1916, and June 30, 1915. The statistics for 1915 are from Bureau of Railway Economics Bulletin 94, while those for 1916 are from hitherto unpublished tabulations.

were \$13,966 in 1917, compared with \$14,321 in 1916 and \$13,796 in 1915. The average for 1917 was lower than in 1916 by \$355, or 2.5 per cent, but greater than in 1915 by \$170, or 1.2 per cent.

Table VI reduces the comparative statistics of Table V to the basis of stock in the hands of the public and the number of holders thereof. For the reasons already given above, the table applies only to railway companies of Classes I and III.

Capital stock in the hands of the public approximated \$6,377,551,082 in 1917, which was greater by \$174,877,597, or 2.8 per cent, than in 1916, and \$373,054,920, or 6.2 per cent, greater than in 1915 (June 30). The number of stockholders was 636,208, which was

TABLE V
Comparative Statistics: 1915, 1916, and 1917
United States—All Classes

Item	December 31, 1917	December 31, 1916	June 30, 1915	Increase or decrease, 1917 compared with			
				1916		1915	
				Amount	%	Amount	%
Miles operated.....	259,485	259,509	257,211				
Capital stock.....	\$9,045,431,809	\$8,777,052,011	\$8,638,286,892	\$268,379,798	3.1	\$407,144,917	4.7
No. of stockholders.....	647,689	612,889	626,122	34,809	5.7	21,567	3.4
Average holdings per stockholder.....	\$13,966	\$14,321	\$13,796	d 355.	2.5	\$170	1.2

TABLE VI
Comparative Holdings in the Hands of the Public: 1915, 1916, and 1917 (approximate)
United States—Classes I and II

Item	December 31, 1917	December 31, 1916	June 30, 1915	Increase or Decrease, 1917 compared with			
				1916		1915	
				Amount	%	Amount	%
Miles operated.....	250,804	250,215	248,395				
Capital stock (net).....	\$6,377,551,082	\$6,202,673,485	\$6,000,496,162	\$174,877,597	2.8	\$373,054,920	6.2
No. of stockholders.....	647,689	612,889	626,122	34,809	5.7	21,567	3.4
Average holdings per stockholder.....	\$10,024	\$10,326	\$9,882	d \$302	d 2.9	\$142	1.4

The capital stock shown for 1917, \$9,045,431,809, was greater by \$268,379,798, or 3.1 per cent, than in 1916, and \$407,144,917, or 4.7 per cent greater than in 1915 (June 30). The number of stockholders was 647,689, which was greater than in 1916 by 34,809, or 5.7 per cent, and greater than in 1915 by 21,567, or 3.4 per cent.

Average holdings per stockholder

greater by 35,537, or 5.9 per cent, than in 1916, and 28,578, or 4.7 per cent, greater than in 1915.

The average amount of net stock per stockholder was \$10,024 in 1917, compared with \$10,326 in 1916 and \$9,882 in 1915. This was a decrease of \$302, or 2.9 per cent, as compared with 1916, and an increase of \$142, or 1.4 per cent, as compared with 1915.

A Laugh or Two

Never Forgotten

"It is a hard matter sometimes for a man to live down the mistakes of his early life," remarked the philosophic person.

"That's true," said Senator Snorthsworthy, the eminent prohibition leader. "I once wrote a testimonial for a spring tonic that was 40 per cent alcohol and to this day my political foes use it against me as campaign material."—*Birmingham Age-Herald*.

Flattery and the Impossible

"Don't fall for flattery, my son."

"Why not, father?"

"Because flattery makes you think you are better than you really are, and no man living can ever be that."—*Detroit Free Press*.

Much Easier

"Everybody grates on me."

"I'll tell you one thing, old man."

"Well?"

"You'll find it a heap easier to change your own disposition than to alter humanity."

—*Louisville Courier-Journal*.

Lore Not Lower

"Here's an interesting article entitled 'bacon lore.'"

"Bacon lower. Yes, it is interesting to know that anything is coming down."—*Louisville Courier-Journal*.

"William," said Mrs. Elliby, "why am I like a popular story?"

"Because every one admires you," guessed her husband.

"That isn't the answer."

"What is it then?"

"Because"—and she glanced at her worn calico dress—"I'm never out of print."

—*Exchange*.

Gratitude

"Here, poor man, is a penny for you."

"Thank you, mum; I'll always number you among my closest friends."—*Boston Evening Transcript*.

It was in a street car. The woman wore a long wisp of artificial grain, which, protruding horizontally, tickled the ear of the roughly dressed man who occupied the seat beside her. At last he could stand it no longer. He took out his jackknife and opened it.

"Lady," he said, "if them oats gets into my ear again there's going to be a harvest."—*Boston Transcript*.

"Did anybody comment on the way you handled your new car?"

"One man did, but he didn't say much."

"What did he say?"

"All he said was '\$50 and cost.'"—*Baltimore American*.

They were discussing entertainments of various kinds, and one girl noticeable for her plainness of feature and general old maidishness, said:

"For my part, I don't care a rap for your dances and receptions and teas. What I like is a dinner party."

"Mercy!" exclaimed another woman, "are you becoming a gourmet?"

"No," said the old maid, "the food doesn't matter, but it is the one time when I am sure of having a man on either side of me who can't get away."

—*Philadelphia North American*.

Meritorious Service

Towerman C. W. Alsleben has been commended for discovering fire in M. & St. L. 7512, July 5, passing Hawthorne Tower, and notifying Yardmaster at Hawthorne, who had fire extinguished with very slight damage to car.

Towerman A. L. Enyder, Matteson, has been commended for discovering and reporting brake rod down on extra 1525, south, passing Matteson, July 13. Train was stopped at Monee and brake rod removed, thereby preventing possible accident.

Towerman A. L. Snyder, Matteson, has commended for discovering and reporting brake beam dragging in train 55, engine 1554, passing 67th Street, July 26. Train was stopped and brake beam removed, thereby preventing possible accident.

During June gatekeeper C. Williams lifted ten-ride workmen's ticket account having expired, and passenger purchased other transportation.

ILLINOIS DIVISION

Foreman A. L. Bostick, Kankakee Freight, has been commended for discovering and reporting St. L. S. F. 124662 improperly stencilled, July 14. Arrangements were made to have the car restencilled.

Conductor Wm. Scott, Gilman, has been commended for discovering brake beam dragging under N. Y. C. car 253836, extra 1590, July 2, and taking action to stop train and have brake beam removed, thereby preventing possible accident.

Brakeman James Marion, Champaign, Ill., has been commended for discovering broken rail north of south end of east passing track at Effingham, and notifying dispatcher in order that necessary action might be taken to prevent accident.

Switchman H. Kirkman, Kankakee, has been commended for discovering a piece of angle iron in empty box car in Kankakee Yard, May 26, marked Kankakee Ice Cream Company, and turning the same over to Agent Kabbes with the result that delivery was effected, and a claim for loss prevented.

Switchman Porter Hester, Kankakee, has been commended for discovering and reporting I. C. 107497, extra 1577, with broken flange. Car was set out for repairs. This action undoubtedly prevented possible accident.

Conductor J. J. Monahan, Champaign, has been commended for discovering and reporting I. C. 115024 improperly stencilled. Arrangements were made to have car restencilled.

Conductor J. P. Mallon on train No. 25 June 16 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor H. B. Jacks on train No. 1 June 17 declined to honor U. S. R. R. Administration annual pass account not being good for passage on the I. C. R. R. and collected cash fare.

On train No. 24 June 20 he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. S. Wiegel on train No. 4, June 17, declined to honor trip pass account having expired and collected cash fare.

On train No. 2 June 28 he declined to honor simplex ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

ST. LOUIS DIVISION

Conductor J. P. Foster on train No. 204, June 1, lifted trip passes account being in improper hands and collected cash fares.

SPRINGFIELD DIVISION

Conductor C. L. Gilliland, Clinton, Ill., has been commended for firing engine 1591, train 54, July 12, from Marine to Litchfield, on account of regular fireman being taken ill. This action prevented delay to train.

Engineer E. C. Donaghue, Fireman H. McGleeson, Conductor D. Warren, Flagman G. G. Douglas, Brakeman K. G. Morris, Rantoul, Ill., have been commended for discovering fire in meadow, one half mile east of Gifford, July 16, Train 896. Fire —was extinguished, thereby preventing loss.

INDIANA DIVISION

Engineer George Robinson and Conductor John Trott have been commended for extraordinary effort made in getting over buckled track near S. Pekin, thereby avoiding a serious delay to a passenger train.

Section Foreman Barney Kemper has been commended for prompt action in repairing buckled track near S. Pekin, thus avoiding delays to trains.

WISCONSIN DIVISION

Glen Slother, Foreman Bridge and Buildings Department, has been commended for discovering loose wheel on S. P. 87929 while being handled in Extra 1623 north, July 8th, passing East Junction, Freeport. He promptly notified Car Department and car was held for repairs.

Brakeman O. L. Wiegand has been commended for discovering 18 inches flange broken out of wheel under C. P. & St. L., 2948 in train 92 at Colvin Park. He reported condition to conductor and car was set out, thereby avoiding possible accident.

Baggageman H. J. Williams has been commended for his vigilance in discovering C. & N. W. switch at Buckbee open and switch light not burning.

Conductor J. L. Wolf on train No. 119 June 23 lifted going portion of trip pass account returning portion being missing, and collected cash fares.

MINNESOTA DIVISION

Engine Foreman J. Baughtner, Waterloo, has been commended for discovering and reporting C. B. & Q. 181392, arriving at Waterloo Yard June 13, train 74, with about 12 inches of wheel broken off from leading wheel. Car was set out for repairs, thereby preventing possible accident.

Brakeman T. G. Pnewski, Dubuque, has been commended for discovering brake beam down on R. I. 35018, June 19, extra 1568 west, conductor F. G. Close, while passing at Bowen. Necessary action was taken to prevent possible accident.

IOWA DIVISION

Conductor M. Tyndall on train No. 612, June 25, lifted returning portion of trip pass account going portion having been used for passage by party who was not entitled to transportation thereon, and collected cash fare.

TENNESSEE DIVISION

Engineer J. B. Howard and Fireman Jim Spann have been commended for resetting tire on engine 1741, train 55, at Bradford, Tenn., July 14. This action undoubtedly prevented possible accident.

Mr. W. H. McNally, Mounds, Ill., has been commended for discovering and reporting about ten inches of flange broken off wheel on Sou car 26735. This action undoubtedly prevented possible accident.

MEMPHIS DIVISION

Section Foreman Joe Rogers, Hushpuckena, Miss., has been commended for dis-

covering and reporting bent axle under Southern 12585 at Duncan, July 2, train extra north, engine 835. This action undoubtedly prevented possible accident.

Conductor J. R. Hoke on train No. 15, June 6, lifted banana messenger's ticket account being in improper hands and collected cash fare.

MISSISSIPPI DIVISION

Conductor S. R. Cain on train No. 1, June 28, lifted trip pass account being in improper hands and collected cash fare.

LOUISIANA DIVISION

Conductor L. E. Barnes on train No. 33, June 6, lifted trip pass account not being good for passage in territory in which presented and collected cash fares.

On train No. 33 June 20 and 22 he lifted thirty-trip family tickets account having expired and being in improper hands and collected cash fares.

He also lifted card ticket from passenger who admitted having previously secured transportation thereon, and collected cash fare.

On train No. 33, June 24, he lifted annual pass account date of expiration having been altered, and collected cash fare.



Auditor of Station Accounts—Employee's Picnic

By G. A. Riggs

Employees in the Auditor of Station Accounts office, on Saturday, July 12th, at 12:30 P. M. laid down their pens and pencils and spect to all cars which may, during the left the perplexities of accounts behind to enjoy a real old-fashioned picnic.

With their wives and sweethearts and many others, numbering about seventy in all, they took the one o'clock train for Homewood. A picnic was held at the home of Mr. H. E. Foskett, which was an ideal place for such a gathering.

It was a continuous round of pleasure from the start until nine o'clock that night. Various outdoor games and contests were played. One of special noteworthy was the ball game, between the married and single men. They played nine innings, resulting in a score of 13 to 9 in favor of the married men.

Mr. L. B. Butts, Auditor of Station Accounts, was umpire and displayed a great deal of interest in the game. Through his natural ability in dealing out justice in a business way, made him very much at home in deciding the right when a technicality of the game was manifested.

Following are the names who took part in the game, and without exceptions it might be said that they belong in the class of baseball celebrities.

MARRIED MEN

Keating	.....c.
Lamon	.....p.
Woodmansee	.....1b.
Hawkins	.....2b.
Ramsen	.....3b.
Goe	.....s. s.
Foskett	.....r. f.
Riggs	.....1. f.
Cole	.....c. f.

SINGLE MEN

Callarman	.....c.
MacSweeney	.....p.
Hulsberg	.....1b.
Ryan	.....2b.
Murphy	.....3b.
Parks	.....s. s.
Casey	.....r. f.
Diamond	.....1. f.
O'Rourke	.....c. f.

About five o'clock a scrumptious repast was enjoyed from tables artistically decorated with the national colors.

A vote of thanks is extended to Mr. and Mrs. Foscett for their generous hospitality, also to their neighbors who so kindly assisted them in making the occasion a most enjoyable one.

Picnics of this nature should be more universally given among employees, as they naturally tend to create a congenial tie that binds our friendship; gives not only recreation, but stimulates one to take up the battle in the business world with renewed vigor.

There were many regrets expressed on account that Mr. S. J. Lawshe, Chief Clerk and Mr. C. L. Hodgdon, Assistant Chief Clerk, were not able to enjoy the picnic with us.

Miss Tracy, our expert Steno, kept tally, and knew the "ins and outs" of the game as well as an old-timer.

R. B. Goe, Supervisor of Weighing, demonstrated his ability as a professional ball player. He was the main spoke to the wheel that ran the married men's team.

C. C. Woodmansee, the gentleman that keeps the legal department busy collecting bad accounts, also kept the umpire busy deciding whether he made first base or an "out."

Miss Cowles, our proficient mail distributor, was very busy at the piano "distributing" music to the delight of many of the young people who were doing the two-step and many other "artistic" dancing steps.

P. J. Ryan arrived late upon the scene. From the rumor that "cupid" has started regarding his contemplated voyage upon a certain sea, his apologies for being late were accepted by all who knew the secret.

T. Y. Dillman, one of our uncollected investigators, was missing in the married men's team. It was soon learned that he was busy "investigating" the commissary department. It was especially noted that he stayed near the ice cream stand throughout the afternoon.

W. T. Hawkins, at first sight leaves an impression that he "is long for this world." In the ball game he proved a hard hitter, and the celerity he displayed in making home runs was a wonder.

O. E. Hulsberg, Accountant, played a good game with the "singles." After the game it was noted that he was carrying a kodak and seemed very much absorbed in taking snapshots of a special breed of "chickens." He

had such a good time that he did not leave until Sunday afternoon.

There are many others that should have personal mention, but for the lack of space it is not possible. However, it is hoped that this will be a yearly occasion as every one expressed himself as having a delightful time.

ST. LOUIS DIVISION.

Carbondale, Ill.

Mr. R. G. Miller, assistant chief clerk in superintendent's office, has been promoted to chief clerk to Superintendent H. J. Roth of Mattoon. Mr. Miller has been on this division for a number of years and we regret to lose him, but are glad to see him promoted. Mr. M. L. Foley takes Mr. Miller's place as assistant chief clerk.

Accountant Eunice E. Nissen has returned from Gilliam, Mo., where she spent her vacation.

St. Louis Division had a very heavy wind storm Friday, July 11th. File Clerk H. Larson seemed to think it was safer in the basement, as he was seen with his hat headed that way.

Also want to commend Mr. L. L. Heilg for his heroic effort in saving his Ford in our recent cyclone.

SPRINGFIELD DIVISION

Mr. W. E. Hausen, of Chicago, was a business visitor at Clinton first part of July.

Mr. W. H. Doyle, division claim agent, spent a day in Decatur recently.

Roy Kimler, formerly accountant in the division office, called on friends in Clinton recently.

Miss Jennie Gleadall and Mrs. H. M. Gleadall were shopping in Bloomington recently.

Miss Helen Benson spent the week end in Springfield recently.

Miss Clara Hoyt visited friends in Havana recently.

Miss Elsie Vollrath visited in Vandalia recently, the guest of Miss Madeline Bradley.

General Superintendent Pelley spent Tuesday, July 1st, in Clinton.

General Superintendent of Transportation J. F. Porterfield spent a few hours in Clinton, afternoon of July 9th.

Miss Julia Coffey went to her home in Vandalia Wednesday, July 16th, to visit with her brother, who just returned from France.

Mrs. H. W. Doyle visited Wednesday afternoon in Bloomington.

Superintendent C. W. Shaw made a trip over the Rantoul District July 17th.

Mr. G. W. Morgan and H. Kippenhan, of Decatur, P. Cheek, of Springfield, and M. Sheahan, of Rantoul, attended the safety meeting held in Mr. Shaws' office July 16th.

Mr. W. J. Apperson has been appointed rodman on the Springfield Division.

Mr. and Mrs. H. E. Shelton have gone to Fulton, Ky., where Mr. Shelton has been assigned to duties on the Tennessee Division.

Mrs. E. R. Banks, who was formerly Miss Louis Reiser, delightfully entertained twelve girls from the different division offices at her home in Clinton July 16th. Refreshments were served and all departed at a late hour after having spent an enjoyable evening.

Operator Theodore Beach, who recently returned from military overseas service, resumed work as day operator at Divernon July 16th, relieving E. R. Lisle, who goes on the extra list.

Agent W. R. Barber, at Pawnee Junction, is taking a vacation, being relieved by W. H. Rooker, second trick operator, who is being relieved by O. H. Murray.

Operator A. Meliza, second trick, Decatur, is taking a few days' vacation, being relieved by Operator C. D. Roby.

Operator W. F. Peine, first trick, Springfield, passenger station, is taking a few days' vacation being relieved by Operator C. L. Frazier.

C. E. Ritchie, first trick in "CO". Clinton, returned from a trip to Arkansas July 15th. While he was gone his position was filled by Operator C. L. Frazier, who recently returned from overseas military service.

Chief Dispatcher P. J. Mallon and family left July 14th for an outing at Tomohawk Lake, Wis. Mr. Mallon is being relieved by J. A. Vallow, and his place as first trick dispatcher on Springfield District is being filled by A. L. Vallow.

J. L. Fleming, who recently returned from overseas service, has resumed his position as second trick operator Clinton Yard office, relieving B. W. Tilbury, who is now handling third trick in same office, relieving A. L. Vallow, who is working as dispatcher.

Kathryn Henson made a flying trip to Decatur immediately after the last pay checks arrived.

L. C. Briggs is relieving Agent R. I. Lief, agent Lake Fork, for thirty days, while the latter is spending his vacation in Colorado and Wyoming.

Clinton, Ill.

Passenger Flagman E. L. Mitchell has returned from a several weeks' fishing trip at Havana, Ill., and reported for duty.

Conductor W. Westbrook, who has been out of service on account of sickness for the past three or four weeks, has gone to Chicago for medical treatment.

Passenger Conductor Joseph Lordan is laying off for several days in order to meet his son, who has just returned from army service in France.

Passenger Conductor W. G. Knowles is taking a lay off and during his absence Conductor T. J. Boyle is in his place.

Brakeman F. W. Gabbert has been granted a leave of absence and has gone to Ft. Dodge, Ia., to visit with relatives.

Conductor F. F. McMahon, Brakeman R. H. Watts, W. R. Seaton, and Brakeman F. B. Dyer have recently been discharged from army service after serving in France for the past year and have returned to their old positions on this division. We certainly welcome them back.

Dan Cupid visited the office on July 6th when we were not looking. Mrs. Hester Fish and Clarence May were married at 1 o'clock Sunday afternoon in the Christian church parsonage by Rev. R. L. Cartwright. The couple were attended by Miss Myrtle May, a sister of the groom, and Miss Glenna McKinney, a friend. Immediately after the ceremony they left for Chicago and from there they went to Colorado on their honeymoon.

Mrs. May is employed as stenographer in the office of Master Mechanic Needham. Mr. May is employed in the office of Superintendent Shaw was assistant chief clerk. Both are old employes of the company and we all wish them the heartiest of congratulations.

INDIANA DIVISION.

A Safety Meeting was held at Palestine, Ill., the evening of July 16th, in a local moving picture theatre. The meeting was well attended, being open to the public. Talks were made by several prominent speakers of that vicinity, and pictures were shown illustrating dangerous and unsafe practices. It is expected that good results will be forthcoming from this meeting.

Miss Lucille Yount of the Road Master's Office has returned from Chicago, where she underwent treatment for her eyes.

Mrs. Zella Mac Nair Rose has resigned her position in the Chief Dispatcher's Office; she is succeeded by Maring Crane, of Master Mechanic's Office.

Miss Florence McShane has returned to work after a month's absence.

Miss Essie Reams is spending a month in Denver, Colo.

Miss None Daly and Miss M. Tiffany are at Stoy.

Conductor C. H. Richmond has laid off to go to Kansas to look after his wheat crop. Dispatcher J. N. Smith: Ditto.

The building of hard roads has commenced in the vicinity of Pekin and Green Valley.

Brakeman Vic Haynes has returned from the Army and taken his old run on the Peoria layover local.

"Captain" F. P. Nash after two years' service Overseas, has changed his title to "General Foreman" Palestine, Ill. Everyone was glad to see Mr. Nash again and his welcome at Palestine was a warm one.

C. R. Plummer, chief accountant in office of Master Mechanic Bell, has returned from

France, and tells many interesting stories of his last year's experience.

Miss Gertrude Hasler, stenographer in office of division storekeeper at Mattoon, is having a vacation.

Yard Clerk A. H. Walling at Evansville, Ind., announces the arrival of an eight pound boy at his home.

When you notice disfigured and discolored hands on the members of the accounting department, don't be alarmed—it is only the "blackberrying" fad.

Lots of collars turned down and sleeves rolled up these days—100 plus in the shade!

WISCONSIN DIVISION

Employees on Western Lines who were acquainted with Supervisor Charles Carney will be grieved to learn the fact that Mr. Carney, who has been carried on the Honor Roll for some time, passed away at his residence at Chicago at 2 a. m., June 20th. Mr. Carney was an efficient supervisor and loyal employee of the Illinois Central Railroad for a great many years.

Engineer Fred Hinton is reported to be improving and we hope that Fred will soon be able to handle a Mikado on a full tonnage train over the Amboy District.

Chief Dispatcher C. O. Richards is absent on his vacation. We understand "Ollie" intends to spend his time between home and the Amboy District.

Edward Cahill, chief dispatcher's clerk, has accepted position of stenographer in division store keeper's office, this vacancy being filled by William Love.

Catherine Farnum, accountant, has just returned from a week's vacation.

Frances Lavell is spending her week's vacation in Minneapolis and St. Paul.

W. H. Deifenthaler has just returned from the Elks' convention at Atlantic City.

Every effort is being made to get new yards at Amboy in shape to handle the heavy business which we no doubt will have this fall and winter. The mechanical facilities have been completed.

Miss Mary H. Peck, chief clerk to Freight Agent Riordan of Freeport, has been granted sixty days' leave of absence because of ill health.

Bloomington, Ill.

Agent Slonaker and wife visited relatives a few days in July at New Harmony, Ind.

Switchman Earl Richards and wife are spending a three weeks' vacation in Nebraska. L. W. Becker, of Amboy, is relieving Richards.

John Henninger, car repairer, has accepted position as car foreman at La Salle. We all congratulate John on his promotion.

Chas. S. Kerwin, night bill clerk, has re-

signed, his position being filled by Alfred Klang, Jr.

Wm. Brown and family are spending a month at Ionia, Mich., on a vacation trip.

Harley Owen spent July 11th, 12th and 13th in St. Louis.

Assistant Cashier Carl Fisher and wife are spending vacation with relatives at Mt. Carmel.

C. E. LeNeve, towerman, at Big Four crossing, has been off duty one week in July. While Cal was not around Bloomington much of the time we understand that he spent one day at Starved Rock fishing with exceptionally good luck.

Rockford, Ill.

Ed. Gillan, formerly employed as day baggageman and who afterward saw service in France with the A. E. F., has returned to Rockford and is again filling his old position in an efficient manner as before.

The following members of the downstairs force contemplate taking some side trips in the near future; Vern Lawson goes to New Orleans, Ridgley Fisher to Baltimore, Md., Sanford Collins to Boston, Chas. Holmes to Portland, Ore., D. M. Evans to Omaha, Geo. Wells to Savanna, Ill., and Howard Young to Northern Wisconsin.

The downstairs office has been recently equipped with screen doors and windows giving it a very cool and cozy appearance and adding much to the comfort of its occupants. In passing it might be interesting to state that in this office there are no "Don't spit on the floor" signs and nothing has been said to those entering it concerning spitting on the floor, yet its clean interior and white floor has served as a sort of moral teacher and it is as spotless and clean as the day it was built and everyone seems anxious to co-operate in this direction which speaks well for the class of patronage the local station enjoys.

Geo. Campbell, formerly car clerk, has been transferred to the car sealer and yard checker's desk. George is a competent man and discharges his duties in a highly capable manner.

Mr. S. J. Rasch, building inspector and who had charge of the erection of the new freight house here, dropped in for a few hours' visit with the Rockford boys recently. Mr. Rasch is a hale fellow well met and he made a friend of everyone here during the time he spent in Rockford last fall and winter and he is always a welcome visitor at this station.

Milton Stevens, a valuable member of the delivery department, has been appointed platform or receiving checker. Mr. Stevens is an experienced railroad man, being familiar with commodities and routing and is a man well fitted for the position.

Jud Wells and Elmer Gruber are again living at home after an enforced absence due to quarantine for scarlet fever. They say that the free and easy life of bachelorhood may

be all right, but for them there is no place like the old home table.

Carl Grey complains that since Sam Northall has a Ford in his family he devotes his time to joy riding and permits his choir practice to go by default. Sam has been more or less inclined in the past to criticise automobilists and to class them as undesirable citizens, but now that he has joined their number, Sam has experienced a change of heart and holds that autoists are human beings after all.

Richard Jensen spent a recent Sunday at Aurora. Dick seems to enjoy the sunny atmosphere of that city and the boys here are laying wagers on just when the event will occur.

Harry Mutimer has been transferred to the position of checker. Harry has had much experience in this line of work and in addition is a general all around man here.

Frank Holmin, who has had charge of the Kishwaukee Street crossing for some time past, has been transferred to the platform force.

Henry Johnson, one of the best freight callers on the system, has purchased a piece of land near Camp Grant and is soon to become a suburban resident. Hank is a plodding sort of a chap and he has made no little sacrifice in thus acquiring a home of his own.

Thos. Martin is a baseball fan of the old school and is taking much interest in the games played by the local league. However, Tom has lost confidence in the Rockford team to play anything stronger than ping pong and he favors organizing a team from this station and going out to clean up the league team. Tom says it can be done and we are willing to accept his judgment.

There has been no little amusement afforded here recently in the manner of heated argument between Robert Williams and Michael Kelley. Bob is, or at least was, an admirer of Willard, while Mike pinned his faith to Dempsey and that gentleman did not fail him — on July Fourth at least. These two local men are close followers of the prize ring, both of them having attended the bouts which sent Sullivan, Corbett, Fitzsimmons and other to the mat, and to private life as well, and since Bob and Mike have first hand knowledge of the game, it is indeed interesting to have explained the ins and outs of the roped enclosure as well as the good and bad points of noted boxers.

Ed Ray is contemplating a trip to his old home in Switzerland some time within a year. Ed was but a boy when he came to America some twenty years ago, but during that time he has improved his every opportunity, has educated himself in railroad work to the extent that there is scarcely a position in station work that he can not fill and he is an authority on routes and connections of foreign roads. Ed is at present employed as checker here, although there are many other positions

which he could fill very easily in this or a larger station.

John Shrinn has been appointed checker on incoming freight. Jack is patient and careful and holds the record for rapid promotion here.

Joe Pielo is known as the man with a smile, for no matter what goes wrong with Joe, he never complains but goes along with a smile and a cheerful word for everyone. Things occur in Joe's working day, which would cause the average man to employ strong swear words but Joe merely grins, says "all right" and things do eventually come out all right for him, too. But it is a pleasure to meet and to associate with a man of Joe's nature.

Dad Wallin is contemplating a trip to St. Louis sometime this summer. Dad is a diligent man and has not lost a day's work at this station in a long while and he plans on a big time during his contemplated trip.

Rockford Freight Office

Miss Lottie Prial spent ten days in Washington, D. C.

Miss Pearl Friemark, stenographer to Chief Clerk Howard, slipped away to La Crosse, Wis., and when she returned she was Mrs. Charles Jeffries.

Indications now are that there will be a new voice on the switchboard soon, as Miss Geiler came down one morning last week exhibiting a big diamond on her left hand.

Miss Vera Seaburg is visiting friends in Louisville, Ky.

Hazel Tunison and Marie Van Aken are new clerks in the freight office.

Mrs. Josephine Smith, very efficient abstract clerk, has resigned, much to the regret of the entire force, as she was very popular with all the employees.

Carl Graden, yard clerk, has returned to work after a siege of scarlet fever.

Mr. E. W. Brown, who was recently married, has returned from a trip through Yellowstone and Glacier Parks, Seattle and Portland.

SILAS B. MAYBE, MANY YEARS A CONDUCTOR, DIES.

Retired Illinois Central Man Passes Away This Morning; Aged 69.

Silas Maybe, a veteran Illinois Central conductor, passed away at his home, 176 Mechanic street, recently. Death was rather

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

unexpected as Mr. Maybe was not taken seriously ill until Tuesday evening, June 24. He was about his home and down town Tuesday but was taken ill shortly after the supper hour and gradually weakened until death came in the morning. He suffered a serious accident while in the employ of the railroad company on December 27, 1913, and never fully recovered. Because of his condition he retired from active work in 1916. Last January he submitted to a serious operation but was apparently recovering nicely up until Tuesday evening. His death was caused by peritonitis.

Decedent had been in the employ of the Illinois Central since 1880, having entered the service of the company at Amboy as a brakeman. In 1881 he was promoted to the position of conductor and traveled between Freeport and Centralia for many years. He was an honest and faithful employe and was held in high esteem by the officials of the company and by his many friends. He was also a preacher having been educated in the public schools at Albany, N. Y., and also in a theological school at that place. At the age of 23 years he began preaching in the First Advent Christian church at Albany and continued that work until 1880 when he was forced to resign because of ill health. He lived a true Christian life and was ready and willing at all times to occupy the pulpit when called upon to do so, even in late years. He was a member of the Adventist Christian conference of northern Illinois.

Mr. Maybe was born at Albany, N. Y., August 19, 1850. He resided there until 1880 when he moved to Amboy. He was married to Miss Leona LeDair, who survives. The following brothers and sisters are also left to mourn his loss: Nettie Vores and Mrs. Al Rice, of Springfield, Oregon; Mrs. D. P. Burch, Bellwood, Nebraska; Joseph Maybe, Omaha; William and Edward Maybe, Springfield, Oregon.

He was a member of Evergreen lodge No. 170.—*Freeport Journal-Standard*, June 28, 1919.

MINNESOTA DIVISION.

The Illinois Central Band, at Waterloo, has scored another triumph, and commencing Saturday, July 5th, the band has been giving open air concerts at Waterloo and which will be continued for every Saturday night for nine consecutive weeks.

The band is under the direction of Cal Huntsinger and is one of the fastest growing musical organizations in this part of the state. It was organized last year and since that time has made steady improvement and progress. The concerts above referred to are covered by West Side merchants' contract in order to boom Saturday night business. In addition to these concerts, Wednesday night concerts are given each week regularly and the Illinois

Central employes are more than proud of this organization.

Miss Elsie Heitzman, file clerk in the superintendent's office, has just returned from a two weeks' vacation at Lake Okoboji, Iowa. Swimming, boating and aeroplaning were her chief indulgences and she is the first girl in the office who has buckled up her courage for an aeroplane ride. Miss Heitzman ascended 2,000 feet, encircling the lake and is most pleased with the sensation.

Miss Martha Wunderlich, exchange operator, is spending two weeks with her sister at Winnipeg, Manitoba.

Miss Florence McShane, secretary to the superintendent at Mattoon, visited at the home of Miss Ethyl McNamara, in Dubuque, during her vacation and was fortunate enough to be here for the office force picnic at Union Park. We are always glad when she comes.

Miss Lucille Sims and Miss Hilda Schwartz, secretary to the superintendent, and accountant in the division offices, are spending their vacation in Yellowstone Park. On their return, they will visit at Ogden, Salt Lake City, Colorado Springs and Denver.

Miss Hilda Blichmann, stenographer to the road master, spent a week of her vacation in Chicago visiting relatives.

Train Master H. G. Duckwitz has been away from the division for several weeks, acting as chairman of the Train Masters' Committee which is examining officials on all the divisions.

Thomas Ahern, who before his enlistment in the United States Army service, was accountant in the freight agent's office at Dubuque, has just returned from France. "Tom" did not let the grass grow under his feet when it came to getting back to work, only leaving one day pass before taking up his former duties.

Harvey Meyers, of the freight office force, at Dubuque, has just returned from overseas duty and expects to resume his work very shortly.

Edward J. Riley, formerly employed in the superintendent's office, and who before his enlistment was secretary to General Superintendent Williams, at Waterloo, has returned from France and was a welcome visitor in the division offices. We are all glad "Eddie" has come back to us.

KENTUCKY DIVISION.

Mr. G. R. Hurd, supervisor of fire protection, inspected the Louisville Station June 18th.

Mr. James A. Pendergast, inspector of demurrage and weighing, Chicago, paid us a visit on June 19th.

Miss Maud Burd, assistant per diem clerk, returned from her vacation June 20th after visiting Ashville, N. C.

Miss Alice Alsmiller, bill clerk, was absent on June 24th account of illness.

Mr. C. Klinger, commercial agent, Louisville, paid us a brief visit on June 27th.

Mr. Walter Smith and Mr. James Smith, clerks, are in Chicago, Ill., on their vacation.

We have with us again Mr. M. W. Russell, former assistant agent at Oak Street, who will resume his duties July 16. Mr. Russell rendered valuable service with the Railway Engineer Corps in France.



PICNIC TRAIN ON MISSISSIPPI DIVISION

Crew handling train 133-134 between Louisville and Camp Knox. Left to right: Engineer H. W. Yates; Fireman, B. Kender; Flagman, A. H. Koehle and Brakeman, K. Worthen.

Mr. Andrew Thome, former clerk in this office, has resumed his position here, after having distinguished himself in the service of our country in France and Germany, and been honorably discharged.

Our cordial friend, Mr. T. A. Johnson, electrician with headquarters at Fulton, Ky., visited with us on July 9th.

Mr. S. C. Beach, M. D., health officer, Chicago, Ill., visited the Louisville station June 24th and inspected sanitary conditions.

Comptometer Operator Miss Nellie Delaney, returned recently from St. Louis, Mo., where she spent her vacation.

Mr. D. S. Herndon, assistant general yardmaster, has recently been appointed general yardmaster at Louisville in place of Mr. G. M. Gibney, retired. Mr. W. S. Thomas, of Central City, will succeed Mr. Herndon as assistant general yardmaster.

Chief Dispatcher, J. W. Taylor is now taking his vacation.

Engineer L. J. Mornhinweg, who was operated recently, is improving rapidly.

Late news from Traveling Engineer, Patrick H. Ryan, is that he is now on Seas and should arrive in the states within the next few days.

Dispatcher, C. E. Gaddie and Conductor D. B. Osborne attended the Opening Ball at Cerulean Springs June 19th.

Operator G. R. Newman and wife have just returned from a business trip in Tampa, Fla.

Miss Mabel Hoover has just recovered from a slight attack of appendicitis and is back on duty now, feeling fine.

G. C. Overby, Second Trick Caller, is spending his vacation at Hot Springs, Ark.

Claim Agent J. K. Johnson attended Claim Agents' Convention in Chicago last week.

Conductor C. H. Tapp, who has been on the sick list the past week is out again.

Dispatcher L. K. Butler and wife are spending 30 days in Mississippi and Tennessee.

Train Master Downs, Agent Blades and Supervisor Waggoner attended Division Safety Meeting in Louisville recently.

Traveling Engineer Evitts spent a few hours with us today.

Train Master Waddell and Asst. Train Master Burke, of the Tennessee Central Railroad, were in Princeton a few hours last Friday.

TENNESSEE DIVISION

"Boss" Hevron is enjoying his much-needed annual vacation, he and his family spending same at Tomahawk Lakes, Wis., away from the heat, "skeeters," toils and worries of a hard-working railroader. The



**Railway
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves
Soreness, Redness
and Granulation.

Druggists supply Murine
at 60c per bottle.

The Murine Eye Remedy Co.,
Chicago, will mail Book of
the Eye Free upon request.



"Boss" is some fisherman and we predict much danger for those black bass and other "gamesters" that have so successfully evaded the snare and hook of the less skillful "reeler" since the "Boss" last attack upon them.

Noble Butterworth has returned from France, having recently received his discharge and has resumed his position as file clerk in the superintendent's office, Fulton.

Ray J. Rooney has recently received his honorable discharge from Uncle Sam's Army and has resumed his position, chasing cars in the superintendent's office, Fulton.

Shirley Alverson has recently returned from France, having received his discharge and has resumed his position as record clerk in the superintendent's office, Fulton.

Miss Hortense Johnson, assistant tonnage clerk in the superintendent's office, is thoroughly enjoying a vacation at Lake Geneva, Wis. Understand Miss Johnson is endeavoring to have the lake transferred to Fulton, with all its attractions.

"Booney" Ryan has resumed his duties as record clerk, in the superintendent's office, after having been absent several days on account of sickness.

Master Mechanic Lloyd Grimes has returned to work after having enjoyed a two weeks' vacation, attending the Master Mechanics' convention, at Atlantic City, and other eastern cities. Think from the class of post cards sent back home Mr. Grimes evidently spent most of his time on the "beach." He says the water was fine.

Mrs. W. R. Hales, clerk to train masters, Fulton, is absent from the office on account of illness.

Division Accountant W. P. McAdams is enjoying a much-needed vacation, spending same in the "Golden West." "Mc" will make his headquarters at Los Angeles, from where he will endeavor to locate the place where the "sun sets." He says he has always heard of the beautiful setting of the sun and "be dearned" if he didn't go to see it.

Uncle Dave Ligon, the efficient embargo and no bill clerk in the superintendent's office, has recently returned to work after enjoying a week's vacation.

Lieut. R. M. (Bob) Alford has returned from France, received his honorable discharge and will resume his position as train dispatcher at Fulton, within a short time. Bob says there is no place like home.

J. S. Willingham, assistant accountant in the superintendent's office, Fulton, has returned to work after enjoying a week's vacation.

Assistant Chief Dispatcher T. K. Williams is enjoying his vacation, his place being filled by "Jocco."

Many friends of Dispatcher A. J. Jorgenson will regret to learn that he is in

the hospital at Chicago, having been absent from the office about three weeks.

Chief Clerk B. F. Evans is some "squirrel hunter." He scared one so bad the other day after having shot at him several times, that the squirrel jumped out of one tree into another. He says he would have killed the second one, but his gun did not shoot where he "aimed."

"Daddy" Grimes is suffering from "soreness of the knees." No one dares say what caused it, but the Maintenance of Way Department over ran their allotment July, and investigation developed it was due to replacing gravel in front of the superintendent's office at Fulton, which had been thrown to the "four winds" by "Daddy" when he attempted to board a freight train running at an abnormal speed of five miles per hour. "Safety First, 'Daddy.'"

"Count" Clyde E. Tribble, assistant time keeper at Fulton, is spending his vacation at Denver, Colo.

"Nobody knows how dry I am."

C. B. Simonton, agent at Covington, has recently returned to work after having enjoyed a very pleasant vacation at Atlantic City, where he was a delegate to the Elks' Grand Lodge Convention. "Si" visited New York City, Boston and other eastern points of interest while away.

Mrs. Ethel Penrose and daughter, Dorothy, have returned from a few days' visit to Nashville.

Paul Witty and wife are spending ten days in Louisville and Hopkinsville.

Miss Ruby Phillips is spending her vacation touring Colorado, California and other points of interest in the West.

Henry Myers, accountant at Jackson, and family will leave soon for ten days' vacation, while gone they will go to Toronto, Buffalo, New York and other eastern points.

Engineer C. W. Steelman has returned from Nashville. He accompanied his daughter, Miss Mabel, who has been quite ill.

A. A. Stovall, machine shop foreman, is spending his vacation visiting relatives and friends, and taking a rest-up after a most strenuous year's labor.

The many Jackson friends of Engineer John Markette extend to him their most profound sympathy in the death of his son, Joe, who was accidentally killed in a balloon accident at Toledo, Ohio, on July 4th.

Assistant General Storekeeper L. L. King and Division Storekeeper W. E. Hoyt were business visitors in Jackson last week.

Mr. Lempke, casting expert at Burnside shops, was in Jackson recently.

Paul Witty, clerk in freight office, accompanied by his wife, are spending several days with relatives in Kentucky.

Miss Ruby Phillips, stenographer in freight office, is vacationing in the wild and woolly west, and will visit Denver, San Francisco, Los Angeles and other points of interest while away.

A. C. Vernon has returned from overseas and has resumed his position as fireman of Birmingham district.

Stock Keeper Chas. Hutchinson spent his vacation visiting relatives in Indiana.

A. E. Moyer, oil room man, was confined to his room several days recently from an attack of tonsillitis.

MISSISSIPPI DIVISION

Our Picnic in Mississippi, Given by the Employees of the Illinois Central Railroad at Water Valley, Miss., June 11, 1919

By W. J. King.

WE painted the 11th of June, 1919, red on the calendar, and it was done in picnic lemonade, ice cream cones and a variety and abundance of "chow" beyond expectations. About two or three weeks before the railroad picnic held at Bryant, Miss., on the above date, a committee consisting of Messrs. King, Mauldin, Hayes, and others, went up and down the railroad selecting a suitable site for the celebration; among other places they got off at Bryant, Miss., and in wondering came to a beautiful amphitheater, immediately

in the rear of the community building. "Here we will set our stage," they said. "Now where is there a ball ground?" Over to the left, they were told. "Where is our race track?" Just back of you. "Where is the airplane landing?" About 1,000 feet down the railroad track. "Is there plenty of water?" They were assured that there was an artesian well and a spring of one hundred per cent capacity and guaranteed to conform to the pure food law and the prohibition statutes of the United States. After inspection and tasting these waters, they decided that they could locate and have the picnic at Bryant, Miss., on June 11.

Thorough preparations were gone into, a platform of vast dimensions was put on the level ground while the slopes around its edges formed the seats overlooking it, affording a good view to every one. Basket-ball grounds were laid off, racetrack laid off, the baseball field was put in order and the aviation landing place was well marked, the springs and the artesian well basin were scrubbed and cleaned, awaiting the date of the picnic. The thirty-five or forty workmen, all volunteers, under the leadership of Storekeeper Hoyt, looked over their work and pronounced it good, and everything ready for the guests.

On Wednesday, June 11, about 8:00 o'clock in the morning, Engine No. 906, beautifully decorated and blowing with enthusiasm of the occasion, pulled out of Water Valley for Bry-

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ant, Miss., with twelve coaches and two baggage cars, all loaded and "standing room only" sign taken down. The men in charge were most efficient—Mr. Will Waldron, engineer and Mr. Milstead, fireman, did the speed act while genial George Hadaway was conductor, assisted by Messrs. Hervey Halliwell and Jim Woods as flagman. Under the care of these men there wasn't a hitch or a let; they pulled everything from Water Valley to Grenada into the grounds without a jostle, and the immense crowds handled by them were met by equally as large crowds from the surrounding country, who came in automobiles, surreys, wagons, buggies and on horse and on foot.

Johnson's famous jazz band from Memphis, Tenn., was on hand to furnish all kinds of music necessary to enliven the occasion. Things got to going in a hurry. Soon the beautiful airplane from Park Field, Millington, Tenn., under the charge of Lt. O'Sullivan, and with him Lt. O'Connor, appeared on the horizon and proceeded to anchorage.

Soon, thereafter, Supt. Caulfield, Trainmaster Spangler, Traveling Engineer Seiber and Supervisor of B. & B. Hubbard, came in to grace the occasion and enjoy the festivities; and right here the management of the picnic wishes to express in warm terms its appreciation to these gentlemen for their assistance and encouragement in pulling off the greatest picnic in North Mississippi.

It seemed but a moment until dinner was ready; there had been dancing and all kinds of racing, and the giving of prizes, but half had not yet been done, when the dinner bell

rang and everybody was soon engaged in enjoying their noonday meal around yards and yards of snowy linen spread in the shade upon the gentle knoll on which the Community building of Bryant is located.

After dinner the merriment proceeded fast and furiously; the best lady dancer was presented with a silk parasol; the oldest married couple present received a beautiful bed spread; the best dancing couple, one dozen linen handkerchiefs each; the ugliest man received a pair of suspenders; the tallest man a year's subscription to the leading county paper; and the host, Mr. W. C. Bryant, was presented with a delicately and beautifully ornamented serving tray. The baseball game was on between Oxford and the Water Valley Shops, the Shops going down in defeat with a score of 2 to Oxford's 6. Mr. W. E. Hoyt, Division Storekeeper, was the deserving recipient of a box of cigars, presented to the most popular railroad man on the grounds. The shortest man, the prettiest baby, the best looking married couple, and the newest married couple were all awarded a present for distinction in their special cases, while all the time sweet strains of the jazz band and the merry and graceful whirl of the beautiful dancers helped entertain the vast crowd, and kept the immense throng of 5,000 people glowing with enthusiasm and pleasure.

The throbbing cadence of the music was pulsating throughout the grove when an alien sound arose, a purr, a hum, a whirl and a vast murmur ran through the crowd with an occasional shout here and there of an exultant spectator of "look at him, there he comes,"



PICNIC TRAIN ON THE MISSISSIPPI DIVISION.

heralded the wide swoop of the air men who on graceful and tireless pinion glided down so close to the onlookers that a panic of fright thrilled through them at the skill and daring of the movement.

For thirty minutes the men of the air held the crowd spellbound while they performed numerous and daring feats. With one final tail spin, which seemed as if it would only stop at the ground and a dash upward, climbing in the blue, he made a wide circuit and was soon lost in the distance to the north. Many of the people assembled had never seen an airplane, and the expression made, questions asked, and comments uttered, were in many instances ludicrous.

The sun is now slowly sinking in the west, the joyous day all too short is drawing to a close, the people from adjoining country begin to crank and hitch up for the journey home. The visitors who came by train begin to assemble hampers and packages and load them on the baggage cars, soon a stream of people begin to slowly wind their way to the station grounds, a steady stream which would make the main street of a good size city look a little lifeless in comparison, moved steadily toward the station. The ticket agent and his assistant had great difficulty in issuing tickets, so insistent was the demand. No. 24 came and left, loaded to the threshold and yet the crowd seemed undiminished. At 7 o'clock the picnic train slowly moved into place and the immense throng, tired but happy, sought refuge on board.

The day was done, the largest picnic ever pulled off in North Mississippi had been closed by the competent management without any untoward event to mar its pleasure. With kindly farewells and cordial invitations by those left behind that they would come again, the train slowly moved out and was soon lost to view.

While the day was done, the merry making was not yet over. At 8:30 o'clock in Water Valley, at Hirsch's hall, the delightful strains of music again enticed the dancers to the floor and the grand ball which continued until 2:30 o'clock in the morning was on.

More prizes were given, the best lady dancer, Miss Mae McDermott, received a two-pound box of candy, the best gentleman dancer, Lieutenant Makin received a box of cigars.

We have come to the close, the forty-fifth annual picnic and the most successful in the annals of the railroad employees is over, and it is left to us to take off our hats and cheerfully express our appreciation to all those who assisted our efforts, the General Superintendent of the Illinois Central Railroad Company at New Orleans; our Superintendent of this Division at Water Valley; our master mechanic; our general foreman; our train-master; and our traveling engineer, are greatly remembered by the management of the picnic.

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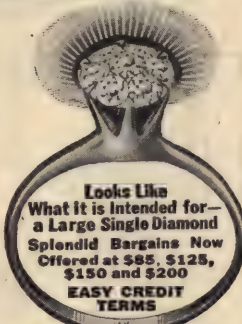
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The management wishes to express on part of the employees hearty thanks for their good will and assistance and to say that more substantial appreciation will be shown in the cheerful willingness and alert attention of each man to his job throughout the incoming year, at which time we all hope to meet again with all our friends from every walk and calling in life and renew our cordial good will to each other at the forty-sixth annual picnic.

To Major Pourron and the men who piloted the air machine, we give our hearty thanks, and for the hearty welcome given by the community of Bryant, we are very grateful.

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UNITED STATES RAILROAD ADMINISTRATION
Walker D. Hines, Director General of Railroads

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SEPTEMBER 1919

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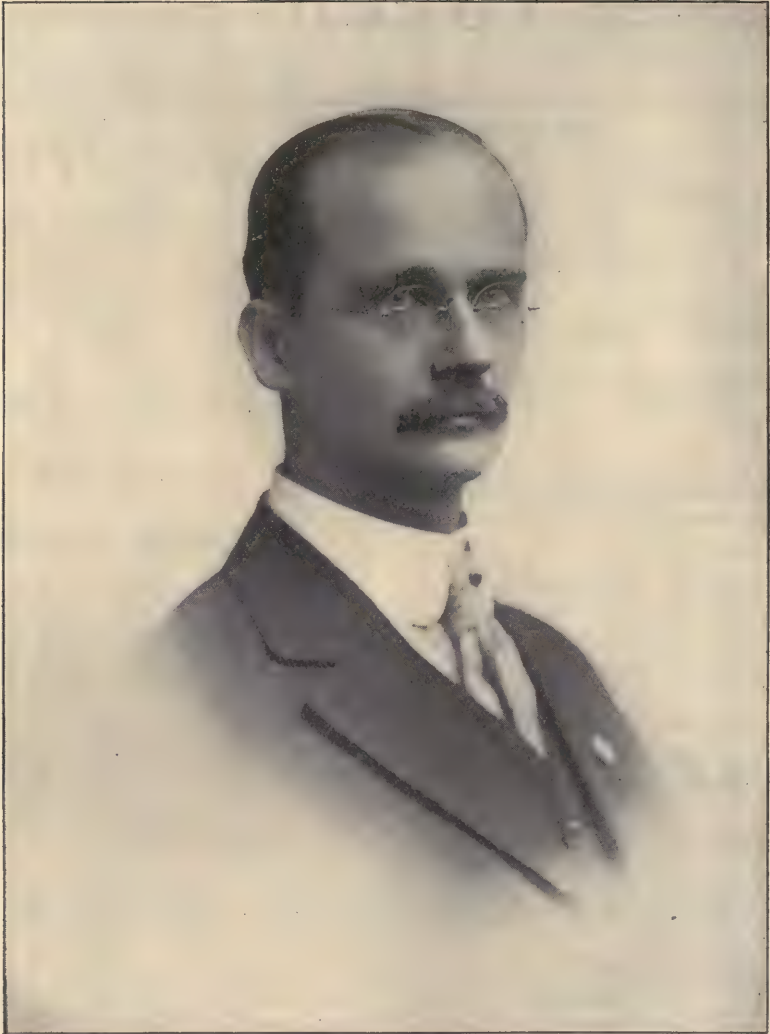
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W. O. MOODY

MR. W. O. MOODY was born in Chicago, Ill., and graduated from the Chicago Manual Training School, Stationary Engineer for St. Francis Lumber Company, Arkansas, and Root Porative Pressure Blower Co., at World's Fair, Chicago, Ill.; machinist trade I. C. R. R. Shops, Weldon 1890-1894; Draftsman, Fairbanks-Morse & Co., 1894; Head Engine Designer Gates Iron Works, Chicago, 1895-1896; Chief Draftsman I. C. Railroad 1896; Foreman in charge of steel suburban car construction, Burnside, 1903 and 1904, and appointed Mechanical Engineer I. C. R. R. 1906.

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No. 3

UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

Says Conditions Are Practically Normal

On August 13, 1919, Walker D. Hines, Director General of Railroads, issued a statement regarding the strike of railway shopmen throughout the country in which he declared that the situation had become almost normal and that he would be prepared shortly to deal with the problems of increased rates and wages.

To Deal Promptly With Wage Questions

"The shopmen who have been on unauthorized strikes in various parts of the country," said Mr. Hines, "are rapidly returning to work and already conditions are practically normal in most parts of the country. It is anticipated that at a comparatively early date the strikes will have entirely terminated whereupon the Railroad Administration will promptly take up and deal with the wage questions now pending.

Has Been Studying Matter

"Ever since it was made clear by the action of the Senate Committee on Interstate Commerce on August sixth that Congress does not wish to deal with the grave wage problems now pending, and the rate problem which is also inextricably involved, and also will offer no objection to the Railroad Administration exercising the powers conferred by the

Federal control act to deal at this late date in Federal control with this great subject (the issue involving hundreds of millions of dollars) I have been giving my continuing attention to the study of the matter with a view to making a just and reasonable exercise of the heavy responsibility which thus rests upon me.

Could Not Be Dealt With Until Now

"In this connection I would like to make it clear to the public and the railroad employees alike that the situation now existing could not have been dealt with until this time.

"It is true that in February, 1919, the shopmen submitted their proposals to the Board of Railroad Wages and Working Conditions, but when this was done it was clearly understood that since the original proposals of the shop employees had been dealt with in July, 1918, while other classes of employees making similar proposals had received no consideration at all, these other classes of employees must first be dealt with. Another circumstance of importance was that the shopmen were also pressing proposals for uniform rules and working conditions involving a great many points of difference and difficulty. The result was that despite the most earnest desire on the part of all the members of the Wage Board to deal promptly with these matters, no members of the Board, either the labor members or the management members, were in position to submit

their final suggestions until July 16th, before which time the date of July 28th had been fixed upon by agreement with the representatives of the shop employees for a discussion of the rules and working conditions and wage matters.

"By July 16th the situation had assumed a wholly different shape. Practically every class of railroad employees had come forward urging either an increase in wages or a reduction in the cost of living.

Situation Presented to President

"Therefore by the time the conference with the shop representatives took place on July 28th the Railroad Administration was confronted with a situation involving practically all of the 2,000,000 railroad employees and necessarily had to obtain a clear understanding as to the powers it ought to exercise in this regard so near the termination of Federal control. I therefore proposed to the President, and he forwarded to the Interstate Commerce Committees of the Senate and House, the recommendation that Congress establish a Wage Board to deal with these matters and provide that the Interstate Commerce Commission should make such rates as might be necessary to meet any wage increase so made. When the Senate Committee unanimously decided against this course and indicated its view that the matter could properly be handled through the power created by the Federal Control Act, the situation was clarified in such a way as to admit of my assuming the responsibility incident to such far-reaching action. But the matter could not be satisfactorily presented for this consideration by the Committees of Congress until the developments above explained had taken place.

"I wish to make it clear that the Railroad Administration proposes to deal as promptly and decisively as practicable with the subject, and that it could not have been dealt with at an earlier time."

Calls Upon Men to Return to Work

On August 7, 1919, Director General Hines, wrote the following letter to B. H. Jewell, acting president of the Execu-

tive Council of the Railway Employees Department of the American Federation of Labor:

"I enclose a letter I have just received from the President relative to the wage matter. It is obvious that it is of the highest importance, not only to the interest of the public, but in the interest of the employees themselves, that they shall immediately return to work. The situation having been clarified by the definite indication that Congress does not wish to take action in the premises, the Railroad Administration stands ready to take up the wage question on its merits with the duly accredited international officers and their authorized committee as soon as the employees return to work."

President Writes to Director General

The letter from the President, referred to by Mr. Hines in his communication to Mr. Jewell, is as follows:

"I am just in receipt of a letter from Senator Albert B. Cummins, Chairman of the Senate Committee on Interstate Commerce, which sets me free to deal as I think best with the difficult question of the wages of certain classes of railway employees and I take advantage of the occasion to write you this letter, in order that I may, both in the public interest and in the interest of the railway employees themselves, make the present situation as clear and definite as possible. I thought it my duty to lay the question in its present pressing form before the committee of the Senate, because I thought that I should not act upon this matter within the brief interval of government control remaining, without their acquiescence and approval. Senator Cummins' letter, which speaks the unanimous judgment of the Committee, leaves me free, and indeed imposes upon me the duty to act.

The Real Situation

"The question of the wages of railroad shopmen was submitted, you will remember, to the Board of Railroad Wages and Working Conditions of the Railroad Administration last February, but was not reported upon by the Board

until the 16th of July. The delay was unavoidable because the Board was continuously engaged in dealing with several wage matters affecting classes of employes who had not previously received consideration. The Board now having apprised us of its inability, at any rate for the time being, to agree upon recommendations, it is clearly our duty to proceed with the matter in the hope of disposing of it.

Will Confer With Authorized Representatives

"You are therefore authorized to say to the railroad shop employes that the question of wages they have raised will be taken up and considered on its merits by the Director General in conference with their duly accredited representatives. I hope that you will make it clear to the men concerned that the Railroad Administration cannot deal with problems of this sort, or with any problems affecting the men, except through the duly chosen international officers of the regularly constituted organizations and their authorized committee. Matters of so various a nature and affecting so many men cannot be dealt with except in this way. Any action which brings the authority of the authorized representatives of the organizations into question or discredits it must interfere with, if not prevent action altogether. The chief obstacle to a decision has been created by the men themselves. They have gone out on strike and repudiated the authority of their officers at the very moment when they were urging action in regard to their interests.

Men Struck Without Authority

"You will remember that a conference between yourself and the authorized representatives of the men was arranged, at the instance of those representatives, for July 28th to discuss the wage question and the question of a national agreement, but before this conference took place or could take place, local bodies of the railway shopmen took action looking toward a strike on the first of August. As a result of this action, various strikes actually took place before there was an

opportunity to act in a satisfactory or conclusive way with respect to the wages. In the presence of these strikes and the repudiation of the authority of the representatives of the organization concerned, there can be no consideration of the matter in controversy. Until the employes return to work and again recognize the authority of their own organizations, the whole matter must be at a standstill.

Government to Deal Fairly With Men

"When Federal control of the railroads began, the Railroad Administration accepted existing agreements between the shopmen's organizations and the several railroad companies, and by agreement machinery was created for handling the grievances of the shopmen's organizations of all the railways, whether they had theretofore had the benefit of definite agreements or not. There can be no question, therefore, of the readiness of the Government to deal in a spirit of fairness and by regular methods with any matters the men may bring to their attention.

Strike Delaying Reduction in Living Cost

"Concerted and very careful consideration is being given by the entire Government to the question of reducing the high cost of living. I need hardly point out how intimately and directly this matter affects every individual in the nation, and if transportation is interrupted, it will be impossible to solve it. This is a time when every employe of the railways should help to make the processes of transportation more easy and economical rather than less, and employes who are on strike are deliberately delaying a settlement of their wage problem and of their standard of living. They should promptly return to work, and I hope that you will urge upon their representatives the immediate necessity for their doing so."

To Negotiate Only With Authorized Officers

In response to a request from former Senator J. Hamilton Lewis, of Illinois,

that he deal directly with local representatives of striking shopmen, Director General Hines sent this message to Mr. Lewis, under date of Aug. 13th:

"Your telegram August ninth. I deeply appreciate your interest, but I cannot consistently comply with the suggestion to deal directly with the local representatives. The Railroad Administration cannot deal with these problems except through the duly chosen international officers of the regularly constituted organizations and their authorized committee. The Railroad Administration has pursued a consistent policy in this respect and has dealt with these duly chosen representatives from the beginning of Federal control. The strikes which have taken place have not been authorized according to the laws of the shopmen's organizations with which at all times the Railroad Administration has dealt and these strikes have had the effect of repudiating the established organizations and of bringing the consideration of the matter to a standstill. The President himself has fully adopted the policy above explained and I am convinced that it is the only policy which can be successfully pursued with justice to the employees and to the Government alike."

Director General Writes to the President

On July 30, 1919, Walker D. Hines, Director General of Railroads, wrote to President Wilson, as follows:

"Several months ago the railroad shop employees asked for an increase in wages. The matter was considered by the Railroad Administration's Board of Wages and Working Conditions, which is composed of three representatives of labor and three representatives of the railroad managements. This board was unable to agree and therefore took no action as a board, but on July 16 I received two reports from members of the board, one from the three labor members recommending a general increase in wages (for example, increasing the wages of machinists from 68 cents per hour to 80 cents per hour and proportionately

increasing the wages of other classes of shop employes), and another report from the three management members recommending against any general increase in wages, although recommending certain readjustments of the wages of some classes of the employees.

"The position of the labor members of the board is that the wages of railroad shopmen are substantially below the wages paid similar classes of employes in the navy yards, arsenals and shipyards, and in many industrial enterprises in the principal cities of the country, and that substantial increases in the wages in the shipyards and outside industrial enterprises have taken place since the wages of the shop employes were established in the summer of 1918, and that the cost of living has been, and is, steadily rising. The position of the management members on the board is that the wages of shop employes are not properly comparable with the wages of non-railroad employes cited by the employes and their representatives and that these latter industries have differentiating conditions which account for the high wages paid by them, and that a further wage increase at this time would simply begin a new cycle in the increased cost of living which would not benefit the employees. They urge instead, the adoption of effective methods of reducing the cost of living; but they add that unless some action can be taken within a reasonable time to accomplish this result they see no alternative but to continue the wage cycle increases with corresponding increased cycles of living costs.

"On July 28 a conference was begun in accordance with an arrangement made on July 8 between the representatives of the Railroad Administration and representatives of the shop employes. At this conference the representatives of the employes made it plain to my associates that their members expected, and believed that they were entitled to a substantial increase in wages, retroactive to January 1, 1919, and that the state of unrest was so great that it was of the highest importance that a definite

answer be given on the wage matter without delay. These representatives expressed the same views to me yesterday.

"The earnest insistence that immediate action be taken to equalize wages with the rapid increase in the cost of living is not confined to the shop employes.

"The representatives of the Railroad Administration have had assurances from representatives of practically all classes of employes that the continuance in the increases in the cost of living would necessarily involve very substantial increases in wages, and that any increases in wages given to any one class of railroad employes would necessitate corresponding increases to all other classes of railroad employes.

"The situation thus presented involves the following considerations:

"We have received the most positive assurances that any general increases to shop employes will result in demands for corresponding increases to every other class of railroad employes. The situation, therefore, cannot be viewed except as a whole for the entire 2,000,000 railroad employes. Viewing it as a whole, every increase of 1 cent per hour means an increase of \$50,000,000 per year in operating expenses for straight time, with a substantial addition for necessary overtime. An increase of 12 cents per hour as asked for by the shop employes would, if applied to all employes, mean (including necessary overtime) an increase of probably \$800,000,000 per year in operating expenses.

"While you may find it expedient to use the temporary rate-making power, which was conferred upon you as a war emergency during Federal control, to prevent the continuance of the deficit now being incurred, which grows out of increases in wages and prices due to the war, you would not, in my opinion, be justified in regarding that rate-making power as a sufficient warrant for making still additional increases in rates for the purpose of paying still additional increases in wages to be established under existing peace conditions, and to be con-

trolling as the wage basis in the future.

"The question presented for an additional increase in wages, whether the total amount be \$800,000,000 or any proportion of that sum, is a peace-time question between the entire American public on the one hand and the two million railroad employes and the members of their families on the other hand. It is a question which I do not believe the Executive ought to undertake to decide unless specific authority is conferred upon him for the express purpose of deciding it.

"When I announced last March the increases in wages for the employes in train and engine service I stated that they completed the war cycle of wage increases.

"The receipt of the observations of the members of the board with reference to the shop employes, the hearings now in progress before the board with reference to the Brotherhood of Railroad Trainmen, the conferences I have had in the last three days with the representatives of the shop employes and the conferences which my associates and I have been having recently with the representatives of practically all classes of railroad labor with reference to the menace in the continued increase in the cost of living, force me to the definite conclusion that the problem is too great and has too much permanent significance to the American public as well as to railroad labor to admit of its being decided through the exercise of the war emergency powers of the Federal control act and which are subject to the limitations and embarrassments above pointed out. I feel that the developments have now reached the point where the situation has taken a sufficiently concrete form to serve as the basis for a positive recommendation.

"I therefore respectfully recommend that Congress be asked promptly to adopt legislation providing a properly constituted body on which the public and labor will be adequately represented, and which will be empowered to pass on these and all railroad wage problems, but not on rules and working conditions

(because the latter cannot be satisfactorily separated from the current handling of railroad operations and therefore should continue to be dealt with by the Railroad Administration). Such legislation should also provide that if wage increases shall be decided upon it shall be mandatory upon the rate-making body to provide, where necessary, increased rates to take care of the resulting increases in the cost of operating the railroads.

"I do not think that we can properly deal with this great problem without a full recognition of the fact that the cost of living is rapidly rising and that every month that passes promises to impair still further the purchasing power of the existing wages of railroad employes unless the rise in the cost of living can be successfully restrained (as I earnestly hope in the general public interest it can speedily be). I therefore further recommend that Congress be asked to provide in any such legislation that any increases in railroad wages which may be made by the tribunal constituted for that purpose shall be made effective as of August 1, 1919, to such extent as that tribunal may regard reasonable and proper in order to give railroad employes from that date the benefit which the tribunal may think they were then entitled to. In this way the delay necessarily incident to the creation of such tribunal and its action will not be prejudicial to the fair interests of the railroad employes."

President Writes Congress

In forwarding a copy of Mr. Hines' letter to the Committee on Interstate and Foreign Commerce of the House of Representatives, President Wilson wrote:

"I take the liberty of enclosing a copy of a letter which I have just received from Mr. Walker D. Hines, the director-general of railroads, and which I am sure you will agree with me in thinking contains matter for very serious thought and for action also.

"May I not say that I concur in the suggestions which Mr. Hines makes in

the two concluding paragraphs of his letter?"

"I hope that it will be possible for your committee to consider and recommend legislation which will provide a body of the proper constitution, authorized to investigate and determine all questions concerning the wages of railway employes, and which will also make the decisions of that body mandatory upon the rate-making body and provide, when necessary, increased rates to cover any recommended increases in wages and, therefore, in the cost of operating the railroads.

"In view also of the indisputable facts with regard to the increased cost of living, I concur in Mr. Hines' suggestion that the legislation undertaken should authorize the body thus set up to make its findings with regard to wage increases retroactive to the first of August, 1919, at any rate to the extent that that tribunal may regard reasonable and proper, in order to give real relief to the employes concerned.

"I need not, I am sure, urge upon you the importance of this matter, which seems vital from more than one point of view, and I hope that you will think this form of action the proper and necessary one."

Reply From Senator Cummins

Senator Cummins, chairman of the Senate Committee on Interstate Commerce, replied to a communication from President Wilson similar to the foregoing, on August 7, as follows:

"The committee recognizes the gravity of the situation and earnestly desire to co-operate with you in bringing about the proper solution of the difficult problems which confront the country. It feels, however, that Congress has already given you complete and plenary authority to deal with the existing situation and that additional legislation at this time can add nothing whatever to your power in the premises.

Says Director Has Power

"The director-general can fix the

wages of all men employed in the transportation service, and it seems to be clear that it is for him to say whether the compensation of these men should or should not be increased. He has all the available information which can possibly be secured, and it is the view of the committee that he should act in accordance with the public interest and his own judgment. He can be advised upon the subject by any board or tribunal which you may select for that service.

"The director-general has also the absolute right to initiate rate for transportation and can advance or lower them, as he may think necessary or wise, to meet the requirements of the transportation systems in his charge, and moreover he can put new rates into effect whenever, in his judgment, they should become effective.

"At the present time the Interstate Commerce Commission has not the authority to suspend for examination or approval the rate initiated by the director-general; but, even if the act which lately passed the Senate and which has not yet passed the House, shall become a law and the authority of the Interstate Commerce Commission to suspend rates is restored, it will still be true that the director-general must initiate the rates, and it is entirely impossible to believe that the commission would suspend rates that are necessary in order to pay increased wages of railway operatives.

Now Working on Plan

"The committee is now diligently engaged in the preparation of a bill for the general reorganization of our system of regulation and control. One common phase of the many plans which have been submitted relates to the further direction which ought to be given to the Interstate Commerce Commission for its guidance in determining the reasonableness of rates. Upon that phase of the subject diverse opinions have been developed, and it is thought to be unwise to bring forward for action by Congress any further legislation in that re-

spect until it can be associated with the general plan of reorganization.

"If the committee felt that there was any lack of power on your part or on the part of the director-general, it would be quick to act, but, inasmuch as it can perceive no want of authority, it has reached the conclusion that no additional legislation is required to meet the particular emergency which you have pointed out."

Vocational Training

The federal government has created a Federal Board for Vocational Education.

The purpose is to provide vocational education in the trades and industries and in agriculture, and an appropriation by the government is available for such work.

The value of vocational training for mechanics and apprentices in railroad shops has been reorganized by many railroads, which have established schools for the training of such men.

It is the desire of the Railroad Administration not only to assist and encourage such training where established but also to extend the system to roads which have not established such schools, and it is believed that this can best be accomplished by co-operation between the Railroad Administration and the Federal Board for Vocational Education.

Mr. Hines advises that it is, therefore, desired that the different railroads under control of the Railroad Administration co-operate with the Federal Board for Vocational Education in the establishment of part-time schools for railroad shop apprentices and others who come within the scope of the act. Where it is found necessary in order to facilitate this work, railroads will be authorized on request to fit up suitable study or class rooms and to pay apprentices at their usual rate for the time spent in attending such schools.

Apprentices will be required to attend not less than 208 hours per year.

Complete information concerning the

establishment of those schools may be obtained from Frank McManamy, assistant director of the Division of Operation, Washington, D. C.

In the preparation of a course of study due attention is to be given to meet the needs of railway shop employes, and such subjects as shop practice involving the manipulation of machines used in general repair and construction work and to related science, mathematics and drawings are to be fully provided for.

It is not the intention to interfere with any established system of vocational training—and many of the roads have splendid organizations for such work—but rather to give them the great advantages afforded by the government through the Federal Board for Vocational Education. It will be but a means of still further aiding ambitious young men through their apprenticeships.

No-Accident Drive to Begin October 18

In a letter to the Regional Directors. Walker D. Hines, Director General of

Railroads calls attention to the fact that the Safety Section of the U. S. Railroad Administration has decided to hold the "National Railroad Accident Prevention Drive" for a period of two weeks, beginning October 18, and ending October 31, 1919.

Succeeds Judge Payne as General Counsel

E. Marvin Underwood was appointed General Counsel of the U. S. Railroad Administration, effective August 15, succeeding Judge John Barton Payne, resigned to become Chairman of the U. S. Shipping Board.

Appointments and Promotions

Effective August 25, 1919, Mr. J. D. Stack is appointed General Manager of the New Orleans Great Northern Railroad, Mississippi Central Railroad, Gulf & Ship Island Railroad with headquarters at Hattiesburg, Miss., vice Mr. R. K. Smith, resigned to engage in other business.



Churches, Herrin Ill.





Herrin Ill.

The Coal Belt's Greatest City.

IN the pioneer days of Southern Illinois a few hardy families settled on land that has since been incorporated into the Modern City of Herrin. This early settlement was known as Herrin's Prairie, but with the discovery of coal and the development of mines the quiet of the early settlement quickly vanished and the city now claims a population of 12,000 and in a trading radius including Herrin and Blairsville Townships has 25,000 people.

The vast coal veins that underlies this wonderful belt has been developed within a radius of six miles of Herrin by eighteen of the greatest coal properties to be found anywhere in the United States.

Located in and around Herrin are the following mines: No. Five Mine of the Taylor Coal Company, Pond Creek Mine, Mine B of the C. W. & F. Company, Ziegler, Orient, Weaver, Clifford, Mine A, No. 7 Mine, Jeffrey, Madison Nos. 8 and 9, Old Burr, Hayford No. 3, Taylor's Nos. 1 and 2 Dale Mine, etc., employing a total of 6,500 men. There is no better bituminous coal mined than that produced in Williamson County. The total output equaling 12 million tons for the fiscal year just ending.

Development of Coal By-Products

Rich in natural resources is Williamson County, rich beyond computation in the vast coal beds that underly the county from boundary to boundary, but

fabulous as this wealth is in its entirety, the undeveloped by-products of this great industry promises to equal if not exceed that of the parent industry.

Some forty years ago W. L. McLaughlin, of Decatur, Ill., conceived the idea of utilizing coal by-products and all these years has been working toward the point where a perfect method of using this coal was possible, and it was only just recently, too, that success has crowned the efforts of these painstaking years.

Out at Taylor No. 2 mine, just a half mile from the city limits of Herrin is being erected the first plant of what may spread to an inconceivable number of plants in the county, that will manufacture a valuable product from the waste carbon of the mines.

This plant when completed will resemble largely a gigantic grain elevator three stories high at one end to accommodate a large hopper where the pulverized or rather atomized carbon is stored. The balance of the building will be one story in height and will be used for housing the machinery necessary for the atomizing process. The main building will be 40x120 feet with an annex 40 feet square to accommodate boilers.

The new enterprise will be known as the U. S. Reduction and Atomizing Company and they will spend over \$100,000 in erecting this plant and equipping it and for the laying out of a forty-acre tract of land adjoining the plant for the accommodation of workers employed.



Schools



Herrin Ill.



The products manufactured by the company will be atomized coal, foundry facing and paint pigments, all of which have an almost inexhaustible market.

These products are manufactured from slack and waste coal from the mines that heretofore has practically been a dead loss to mine operators. Not only is the slack used in the by-products manufacture but in a pond adjacent to the mine which has filled up with fine particles of coal washed there by the rains, and which was considered to be of no commercial value whatever, the company will dig this muck up and it can be used as well or even better than the pure slack.

This muck has been found under chemical test to contain approximately 94 per cent pure carbon, while the average coal delivered to the consumer does not contain over 85 per cent pure carbon.

Just which of the three products of the company will be the most important it is hard to say, for all are of great commercial importance. The atomized coal, for instance, can be used in specially equipped furnaces whereby all the heat units are obtained from the coal. Fully one hundred per cent efficiency is therefore obtained by this method of furnace firing, while the ordinary method of firing secures only 6 or 7 per cent efficiency. The other 93 or 94 per cent of the heat energy of the coal passes up the chimney as smoke and gas. As an illustration of the efficiency of using this method of firing this particular kind of coal, no attention is necessary after the fire is started and the quantity of fuel to be burned is adjusted. You simply start the fire, adjust a valve that feeds the atomized coal and the furnace takes care of itself. Under this method large and expensive flues are entirely unnecessary as all the heat is consumed before it leave the stack, and a few feet away it would be impossible to tell that there was a fire under the boiler. A few feet above the stack the naked hand can be placed without detecting any heat.

Marvelous as all this seems, the production of foundry facing is perhaps

even more so. To those who know nothing of the moulder's art the word "foundry-facing" is like so much Greek to them. By the use of this atomized by-product of the mine, however, the work of preparing castings is reduced over one-half, at a great saving of labor and time. In the moulding of iron and steel, a particular fine sand is used by the moulders which is termed "moulder's sand." This sand is sprinkled in the moulds and powdered coal is mixed with it, which burns when the molten metal is poured in the mould. This allows the casting to cool slowly, and makes the cast tough and hard in place of being brittle, as would be the case if no coal was used. Now under the old methods of making castings, when the cast is finished, it presents a roughened and pitted appearance, due to the roughness of the sand and coal used in the moulds. By the use of atomized coal which is sprinkled over the sand before the cast is made a surface as smooth as glass is obtained. This is due to the fact that while the sand is fine, in fact the very finest grade of sand obtainable, the atomized coal is infinitely finer. It is finer than the very best grade of talcum powder, and no opportunity is therefore permitted for the cast to become pitted. The expensive process of dressing down the face of the cast is thereby eliminated.

Another product, paint pigments, will be manufactured. Just what the prospects will be in this field it is hard now to estimate, it is entirely too vast a field upon which to speculate. That the pigments made by the Reduction Company can be made at a price away below the market value of silica or other paint or ink ingredients, is an established fact. The pigments are of a far better grade too, than that used in the commonly prepared inks or paints, and a test made of the carbon black products of this company and that in other paints demonstrated that no better body for these materials could be possibly used.

Of course there are all sorts of chemicals, dyes and the one-hundred and one things possible of manufacture from



coal tar products that can be taken up by this company as the occasion demands, but for the present they will confine their energies toward making the three products mentioned above.

The pond referred to above contains as nearly as can be figured something like 300,000 tons of practically pure carbon, and the slack pile is an almost unlimited supply of raw material from which to work up a most profitable product.

The plant will have a capacity of thirty tons per day and will employ in the neighborhood of fifty men, as soon as the building is completed and the equipment installed.

A. M. Milstid, assistant manager, has charge of the plant here and has offices in the State-Savings Bank building. The general office will be in St. Louis and is in charge of O. F. McLaughlin, manager of the company.

Mr. W. L. McLaughlin, who is president of the company and also inventor

of the process of burning atomized coal, has patented rights to all the processes used in the manufacture of these by-products. The company has also the exclusive rights of Williamson County for using this process of manufacture of by-product minerals.

The U. S. Reduction and Atomizing Company has purchased a forty-acre tract of ground from the Taylor Mining Company and are surveying the ground off into lots which they will offer for sale for resident purposes. The lot site lies a quarter mile south of the Taylor mine and extends along the car line a quarter of a mile. They will make excellent residence lots, especially for those who work at the plant and mine. From two to two hundred fifty lots will be offered for sale by the company at very reasonable prices. The land is only a quarter mile from the city limits of Herrin and is within the corporate limit of the Village of Energy. The sale of these lots will be in charge

of Mr. J. W. Anderson, of Gary; Ind., whose office is in the State-Savings Bank building.

The extent of this enterprise is unlimited. It is possible that at some future date the coal products of the country will all be largely used in the manufacture of these commercial necessities. The question of demand will govern this

may secure their entire output, if the demand for by-products warrants the commandeering of their output. Mr.

In the building and equipping of this plant, and the laying out of the forty-acre tract in lots, the by-product concern will spend approximately one hundred thousand dollars. This means a great boost in a commercial way to the



entirely, and a contract has been made with the Taylor Mining Co., whereby the U. S. Reduction and Atomizing Co. H. H. Taylor, of the Taylor Mining Co., is a large stockholder in the new by-product company.

City of Herrin and environs, and the concern merits the loyal support of the citizenship.

Railroad Transportation

Herrin is admirably situated in the



Homes, Herrin Ill.



way of transportation, being served by the Illinois Central, Missouri Pacific, the Chicago, Burlington & Quincy and the Coal Belt Interurban.

Good Roads

For many miles around Herrin the roads have been hardened and the number of automobiles seen on the streets daily from outlying districts speaks eloquently of the condition of same. The merchants of Herrin are foremost in the movement for good roads and rapid development along this line will be continued and their slogan, "Trade in Herrin" spread.

Herrin, the home city. It is with just pride that we call your attention to our schools, pictures of which appear on another page of this magazine. Five modern buildings house over 3,000 pupils. At the close of the last school term our grammar schools graduated a class of 85 boys and girls all of whom it is expected will enter high school this month. The high school has been accredited by the state university. Special attention is given to manual training and domestic science and school athletics are encouraged. A good basket ball team and track team were in the field last year. At this time we have under construction an \$80,000 gymnasium addition to the high school. A notable feature of our grade schools is music. A violin class with 120 pupils, an orchestra and girls' chorus which gave several very fine programs last term.

Churches

Nearly every denomination is represented, all being housed in good buildings. The Christian and Presbyterian church members have completed modern buildings and the Mission Baptist Church has under construction a modern building to cost \$35,000.

Own Their Homes

Herrin has men from every nation-

ality in the world, they are of a thrifty type and own their own homes in many instances being bought through the building and loan system. There are two good Building & Loan Associations. The relations between labor and capital is harmonious, as is evidenced by the fact that members of labor organizations are always included on citizens' committees handling various public matters.

The merchants of Herrin are successful, up-to-date business men. Herrin is the leading city in this section for ready-to-wear clothes for every member of the family. There is no want that cannot be supplied by a visit to the various stores. The financial interests are served by three banks.

Health

Excellent sanitary conditions lend a hand in the fine showing made by this branch of the city government. The paved streets of the business district are being rapidly extended and cement sidewalks lead to all parts of the city.

Fraternal

Herrin is known as a lodge town. Nearly every fraternal organization know being represented, owning their own home or lodge hall. The Masons now have under construction at a cost of \$35,000, a temple which will be one of the finest south of East St. Louis.

Recreation and Amusements

Base ball, swimming pool, opera house and several moving picture theatres furnish good entertainment.

The Herrin Improvement Association, organized for the purpose of furthering the advancement and welfare of the city represents the commercial, industrial and labor interests of the city and extends to the reader an invitation to write, or visit their city. The association being represented by the following officers:

A. T. Pace, president; John Herrin, treasurer; W. C. Kreickhaus, secretary.



Second Lieutenant P. H. Ryan

LIEUTENANT Ryan was born in Central City, Ky., June 17th, 1878, and was educated in the district schools. He entered the service of the Illinois Central Railroad before he reached his majority, and was, through promotion, consecutively, fireman, engineer and traveling engineer.

On January 11th in response to the call of his country he volunteered, and was mustered into the service at Camp



LIEUT. PATRICK H. RYAN

Grant as a private. He arrived in France March 17th, 1918, and was assigned to duty as a Locomotive Engineer on the Paris and Orleans Railroad, running out of St. Pierre des Corps. In July, 1918, he was made a Traveling Engineer. In November, 1918, he was promoted to Road Foreman of Engines with the rank of Second Lieutenant in the United States Army, 90th Company, Transportation Corps of Camp de Grasse.

Lieutenant Ryan talks very interestingly of his experience while abroad.

Fuel and lubricating oil were prime factors in the prosecution of the war, and because of the shortage the French Government in order to stimulate conservation evolved a plan which from the American viewpoint is unique, viz., a careful record of engine mileage was kept, this regardless of whether the engine was running light or handling a train; at the end of the month the total tons of coal and quantity of lubricating oil used was divided into the total engine miles made, which, of course, indicated the number of engine miles made per ton of coal and per unit of oil; this gave the basis upon which the efficiency of the crew was figured for the following month.

A careful record was kept of the performance of each individual locomotive, and the value of the coal and oil saved was paid in cash to the engineer and fireman, divided two-thirds to the engineer and one-third to the fireman; in addition ten centimes was paid for each minute of lost time that was regained, and a bonus of five hundred francs was paid to the engineer if he was able to keep the running repairs of his engine below a fixed amount for the first 7,500 kilometers the engine made after being generally overhauled.

Lieutenant Ryan (then private) and other American engineers were advised that they could participate in the bonus, but unfortunately due to an order issued by the United States authorities they were not permitted to do so.

Engine B-320 (an American locomotive built by the Baldwin people) was assigned to Private Ryan and his fireman (W. C. Bradfield of the Iowa Division, Illinois Central Railroad), they making their first trip May 4th, 1918, from Tours to Nantes.

The bonus of this crew was for May 420 francs and for June 504 francs, the greatest saving of any crew operating out of Tours.

In addition to this record Lieutenant Ryan has the distinction of being the first American soldier to operate a locomotive on French railroads.

The service of Lieutenant Ryan in

France was not only highly creditable to him and to the Illinois Central Railroad which trained him, but also was of great value to his country in a time of critical emergency.

A Letter From a Former Employee

Verkne Udinsk, Sib., June 30, 1919.

Illinois Central R. R. Co.,
Chicago.

Dear Mr. L. C. Eschen and Coworkers: Am dropping you a few lines to let you know that I am still in the best of health and getting along fine. We have left our winter quarters at Khabaroosk on April 21, and arrived at our present location on May 22. The trip was one of the best I ever had, for the better part of the 2,000 miles was covered over a mountainous country. The traveling caravans of the gypsy tribes throughout the great Gobey desert, as well as the small Chinese towns and villages through Manchuria interested us very much. The town of Verkne Udinsk (Upper Valley) is situated on the Ufa river, and located 2,000 miles northwest of Vladivostok. It has a population of about 20,000 inhabitants, and lies in a very beautiful picturesque valley about 1,750 feet above the sea level. One of Siberia's largest tuberculosis and health resorts was located at this place some years back.

We have made our camp in the midst of a thick pine forest about two miles from town. We are once more living in tents, though the weather here until the middle of June was pretty chilly yet, it being necessary to keep a fire in our tent stoves. Ever since our arrival we have been pretty busy working in camp, which is expected to be one of the most ideal and modern army camps when completed. Hundreds of pine trees were pulled down, roads, mess halls, tent frames, etc., built and electricity installed. The only difficulty we have is that water is very scarce here. The water is being delivered to us in our wagons from a well about two miles

from camp, and one can hardly realize how much water eight infantry companies can consume in one day.

A baseball league has been organized among our companies last week, and is to end about Aug. 25. The two best teams at the close of the scheduled games are to go to Irkutsk, where an exhibition game will be played. A soccer football league is also being formed and will begin its games in a few days. We have a very up-to-date outdoor stage and screen where pictures are shown every night. The people of this town are welcome to the camp, and a large number attend the picture shows every night, especially Saturday and Sunday. A large outdoor dance floor is also being built in camp, as the accommodations at the dance halls in town are too small. We held our first dance at one of the halls in town last Saturday night, for the benefit of the orphans of this town. The proceeds as well as the entertainment was very satisfactory.

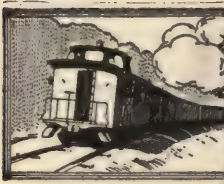
The climate in this part of Siberia during June, July and August is very hot and dry. So far we had but little rain. Our clock has been pushed one hour ahead about a month ago, so that we now have daylight until 10:30 p. m. As the weather here begins to get cold the latter part of August our stay here will not be very long.

Will close this letter with my best wishes and hoping same will find you all in the very best of health. I remain,

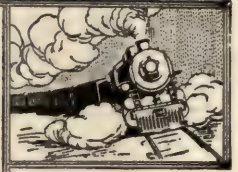
Yours as ever,

Jos. Chalup.

P. S.—The copies of Tribune reach me with every mail, for which I extend my further appreciation of same. Will mention again (in case my last letter did not reach you) that your generous gift has been received.



TRANSPORTATION DEPARTMENT



Historical and Other Facts in Connection With The Vicksburg Division, Yazoo & Mississippi Valley Railroad

By T. L. Dubbs

THE Vicksburg Division consists of 346 miles of railroad.

Originally that part of the Yazoo & Mississippi Valley Railroad between Memphis and Vicksburg and its side and branch lines, constituted the Memphis Division.

In 1901 the Cleveland district, the Riverside district and connecting and branch lines were segregated from the Memphis Division and organized as the Vicksburg Division with headquarters at Greenville; Mr. J. B. Kemp was appointed Superintendent, Mr. F. A. C. Ferguson Train Master and Mr. John Mulvoy Road Master.

That portion of the Yazoo & Mississippi Valley Railroad located north of Vicksburg was constructed under the charter name of the Louisville, New Orleans and Texas Railway. The survey was commenced in 1880, the line was open for traffic between Memphis and Vicksburg in 1884. Mr. R. T. Wilson of New York was president, Mr. James N. Edwards, Vice President and General Manager; Mr. C. F. Birdsong, Superintendent; Mr. J. J. Casey, Superintendent of Machinery; Mr. E. D. Anderson, Master Mechanic; Mr. C. E. Armstrong, Auditor. The president's office was in New York; the headquarters of the other officers were in Vicksburg. A station was established at Anguilla, which was the only agency station at that time between

Vicksburg and Clarksdale, a distance of 144 miles. Freight trains arriving at Anguilla usually sustained a delay of several hours waiting for the Agent to waybill the freight, which had been picked up at non-agency points. There was a limited amount of through traffic handled; the major portion of the freight consisting of necessary supplies, machinery and provisions inbound, and of logs and lumber outbound. The only cleared land between Memphis and Vicksburg at that time consisted of a few acres at Smedes, Rolling Fork, Anguilla, Nitta Yuma, Percy, Hollandale, Arcola, Island, Clarksdale and Clover Hill; the remainder consisted of heavy woodlands. Seventy percent of this land is now cleared and in a high state of cultivation, producing cotton, corn, alfalfa, other miscellaneous grain products, live stock, poultry, etc. This land was selling for from seventy-five cents to one dollar and twenty-five cents per acre when the railroad was constructed. It is now being sold for from one hundred and twenty-five dollars to two hundred dollars per acre, and many planters will not consider selling their property at any figure.

During the winter of 1884-1885 the line between Leland and Huntington, via Lamont was constructed. At Huntington a car ferry service was established between that point and Ar-

kansas City, Ark. Through freight and passenger service was inaugurated between St. Louis and New Orleans, via this route. The St. Louis, Iron Mountain and Southern Railroad was used between St. Louis and Little Rock. The Little Rock, Mississippi River and Texas Railway between Little Rock and Arkansas City. The Louisville, New Orleans and Texas Railroad between Huntington and New Orleans.

The through passenger trains operated via this route were provided with Pullman sleeping cars. A double track transfer steamer accommodating twelve freight cars performed the ferry service. An average of 200 freight cars were transferred each twenty-four hours, in addition to the passenger trains.

This ferry service and the through traffic incident thereto was discontinued in 1889 and the business heretofore moving via that route was handled via Memphis.

In 1885 that part of the present Riverside District between Metcalfe and Glen Allen, was constructed and put into operation. In 1888 the line between Coahoma and Lamont was constructed. In 1890 the line was extended from Hampton to Riverside Junction; this completed what is now known as the Riverside District, from Coahoma to Riverside Junction, a distance of 126 miles, and service was established between those points. The Kimball Lake District between Rosedale and Dockery was constructed and put into operation in 1901. The Yerger District between Leland and Yerger in 1902. The Silver Creek District between Silver City and Kelso in 1906. The Helm & Northwestern Branch in 1907.

When the Illinois Central purchased the Louisville, New Orleans and Texas Railroad in 1892, its name was changed to that of the Yazoo and Mississippi Valley Railroad.

At various times since the line was constructed, it and the lands adjacent thereto were subject to periodical and

disastrous overflows from the Mississippi River, for the reason that the levees at that time were inadequate, but since then the levees have been systematically and scientifically constructed and at present it is believed that they are of sufficient height and strength to protect against failures and overflows in the future.

The Mississippi River Commission established a subsidiary organization at Vicksburg consisting of experienced engineers and others, together with a large fleet of steamers, barges, quarter boats, machinery, etc. These forces are always on the alert, make frequent and systematic inspections for the purpose of locating points of hazard or where work is necessary. The work of this organization consists of constructing and maintaining levees of sufficient or standard height and strength to carry the maximum amount of water during flood stages of the river. In the construction and placement of woven willow mats where necessity requires and other revetment work. These mats range from 100 to 200 feet in width and from 500 to 2,000 feet in length. They are the best remedy that has yet been discovered for the prevention and stoppage of the cutting and the erosion for which the Mississippi River is noted. Levees were formerly constructed by the use of mules and scrapers, but on account of the high cost of labor, mules and the other necessary equipment and the large number of days each year that this equipment cannot be used on account of unfavorable conditions, this method of constructing levees has been abandoned and specially constructed serial tram-line machinery with movable towers, constructed upon caterpillar tractors, has been substituted; and levee work can be continued during all seasons regardless of weather conditions, by the use of this machinery, excepting when the river is at too high a stage.

Back-water from the Mississippi river frequently covered the tracks between Vicksburg and Smedes, a dis-

tance of 27 miles, to the depth of from one to four and one-half feet, putting the line out of commission for through service for long periods of time.

To overcome this condition, the railroad, at an enormous expense raised this track sufficiently to keep it above the maximum height of the highest stage the river had ever been known to reach. This work was completed during 1918.

Formerly freight and passenger engines weighing from thirty to forty tons were used on this line. At present engines weighing from ninety to one hundred and twenty-five tons are being used, and the through passenger trains are all equipped with standard steel equipment, which will compare with that used on the best lines in the United States.

The track on this division excepting that of the smaller branches, where traffic is very light, is ballasted, tie plated, and bridged in accordance with the latest and most approved standards adopted and in use on first class railroads south of the Ohio River.

The present business handled on the division is sixty-five percent local. The number of cars loaded per day averages 175, the number of cars unloaded 140. The number of cars of merchandise loaded 35, and the number of cars of merchandise unloaded 70.

Two million dollars is being spent annually sinking deep wells to secure artesian water, excavating drainage canals for the purpose of draining the lands and constructing concrete and cement gravel highways of the best and most approved standards.

There are located on this division fifteen large saw mills, five cotton compresses, eleven cotton seed oil mills, a large number of smaller saw mills, and miscellaneous industries.

The annual products agricultural and forest amount to \$40,750,000, apportioned as follows:

Cotton	\$24,750,000
Cotton Seed	8,250,000
Alfalfa	700,000
Corn	875,000
Other Miscellaneous Feed..	375,000
Live Stock and Poultry, etc.	300,000
Logs and Lumber	5,500,000

The alluvial soil is said to be as fertile or more so than any of similar area in the world. It ranges in depth from five to fifteen feet. It was produced by deposits from the annual overflow of the Mississippi river continuing for a period of many hundreds of years, and if it develops as rapidly in the future as it has during the past fifteen years, it will be the agricultural garden spot of the world within a short period of time.



I. C. & N. Freight and



Passenger Stations, Herrin Ill.

FROM THE LAW DEPARTMENT



INITIAL CARRIER—BILL OF LADING ISSUED BY INITIAL CARRIER BINDING—In the case of *Texas & Pacific Ry. Co. vs. Leatherwood* decided by the Supreme Court of the United States on June 9th the Court held that the original bill of lading issued by the initial carrier embodies the contract for the transportation from the point of origin to the destination and that the provisions contained in bills of lading issued by the connecting carriers were not controlling. The Court said:

"The terms in the bill of lading given by the initial carrier in respect to conditions of liability are binding upon the shipper and upon all connecting carriers, just as a rate properly filed by the initial carrier is binding upon them. Each has in effect the force of a statute, of which all affected must take notice. That a carrier cannot be prevented by estoppel or otherwise from taking advantage of the lawful rate properly filed under the interstate commerce act is well settled.

A carrier has, for instance, been permitted to collect the legal rate, although it had quoted a lower rate and the shipper was ignorant of the fact that it was not the legal rate. *Texas & Pacific Ry. Co. vs. Mugg*, 202 U. S. 242; *Illinois Central Railroad Co. vs. Henderson Elevator Co.*, 226 U. S. 441; *Louisville & Nashville Railroad Co. vs. Maxwell*, 237 U. S. 94; *Missouri, Kansas & Texas Ry. Co. of Texas vs. Schnoutz*, 245 U. S. 641 (per curiam).

The provision in the original bill of lading limiting to six months the time within which suit may be brought, not being unreasonable (*Missouri, Kansas & Texas Ry. Co. vs. Harriman*, 227 U.

S. 657, 672-673), was valid; and as the original bill of lading remained binding, the lower courts erred in denying it effect."

TRANSPORTATION—INCLUDES DELIVERY OF LIVE STOCK FROM CAR—In the case of *Erie R. R. Co. vs. Shuart*, decided by the Supreme Court of the United States on June 9, 1919, it appeared that Shuart delivered to the carrier for interstate transportation a carload of horses, the contract covering which provided that no claim for damages would be allowed or paid unless a claim therefor should be made in writing within five days from the time the stock was removed from the car. The horses were injured while they were being unloaded from the car into a stock pen. No written claim was made, however, for the loss. Shuart contended that the transportation had ended when the accident occurred and that consequently no written claim was necessary. The Supreme Court said:

"Under our former opinions, the clause requiring presentation of a written claim is clearly valid and controlling as to any liability arising from beginning to end of the transportation contracted for. * * * In *Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. vs. Dettlebach*, 239 U. S. 588, we said from this and other provisions of the act "it is evident that Congress recognized that the duty of carriers to the public included the performance of a variety of services that, according to the theory of the common law, were separable from the carrier's service as carrier, and, in order to prevent overcharges and discriminations from being made under the pretext of performing such additional

services, it enacted that so far as interstate carriers by rail were concerned the entire body of such services should be included together under the single term 'transportation.'

"In the instant case, when injured, the animals were awaiting removal from the car through a cattle chute alleged to be owned, operated and controlled by the railroad. If its employes had then been doing the work of unloading there could be no doubt that transportation was still in progress; and we think that giving active charge of the removal to respondents, as agreed, was not enough to end the interstate movement. The animals were in the car; no adequate time for unloading had transpired. The carrier had not fully performed the services incident to final delivery imposed by law. These included the furnishing of fair opportunity and proper facilities for safe unloading, although the shippers had contracted to do the work of actual removal. See *Hutchinson on Carriers*, Secs. 711, 714, 715."

COMMODITIES CLAUSE—RIGHT OF CARRIER TO TRANSPORT FREE WORN OUT RAILS FOR DELIVERY TO PURCHASER—In the case of *Valley & Siletz Railroad Co. vs. Southern Pacific Co.*, 53 I. C. C. 397, it appeared that the Northern Pacific Railway Co. had sold to various parties some worn out rail which it had removed from its tracks, the contract of purchase providing for the delivery of the rail by the Railway Co. f. o. b. at Portland. One of the questions considered by the Commission was whether the carriers had the right to move the worn out rails which it had sold to Portland "deadhead." The Commission said:

"If the Northern Pacific had used these rails for tracks in its switching yard in Portland there would not be any question under the terms of the commodities clause as to the lawfulness of this transportation from Auburn to Portland. Is the sale of second-hand rails at Portland any less 'for its use in the conduct of its business as a common carrier'? The conduct of the business of a common carrier by rail em-

braces among other things, the maintenance of its right of way. When it becomes necessary to replace its worn rails with new ones, it becomes equally necessary to make disposition of the old rails. The money resulting from the sale of worn rails returns to the treasury of the railroad. Such sale, therefore, is for the use of the railroad as much as the further employment of the particular rails as tracks. The transportation of the second-hand rails from the rail yard of the Northern Pacific at Auburn, Wash., to Portland, Ore., for delivery to a purchaser at Portland was not in violation of the commodities clause."

FOURTH SECTION VIOLATIONS—CLAIMS FOR REPARATION ARISING OUT OF—In the case of *Iten Biscuit Co. vs. C., B. & Q. R. R. Co.*, 53 I. C. C. 729, it appeared that the complainant insisted that regardless of the reasonableness of the rates from and to the more distant points the rule of the Fourth Section was absolute and the collection of higher charges from and to the intermediate points, where the Fourth Section violation was unauthorized, was unlawful *per se* and that the excessive charges must as a matter of law be refunded. The Commission, however, said:

"Before an award of reparation can lawfully be made, damages must be proven. Where the unlawful act was the collecting of a rate which we find to have been unreasonable and more than just compensation for the service rendered, the Supreme Court has held in effect, that damage is established by the very circumstances of the case. * * * But where the unlawful act was the charging of a higher rate for a shorter than for a longer haul, in violation of the provisions of the fourth section of the act, it does not follow that the higher rate was unreasonable or more than should justly have been required for the service performed. As we find was the fact in the present instance, the higher rate may have been reasonable *per se* and the lower rate too low. In such a case the violation should have been eliminated by raising the lower

rates and a complainant who paid the higher rate to or from the intermediate point would clearly not be entitled to reparation unless he could prove that the charging of the lower rate to or from the more distant point subjected him to prejudice and consequent damage.

"Obviously it would be inconsistent, and contrary to the intent and spirit of the act, it does not follow that the sections 2 and 3 there must be proof of damage and under section 4 the departure therefrom is of itself proof of damage.

"We affirm our previous conclusion, and hold that in the absence of proof of the fact and amount of damage to complainant an unauthorized departure from the long-and-short-haul rule of the fourth section does not entitle complainant to an award."

INCREASE IN RATES—PERCENTAGE INCREASES AS COMPARED WITH FLAT INCREASES—In the recent case of *Virginia Iron, Coal & Coke Co. vs. Director General*, 53 I. C. C. 583, the Commission said:

"When revenue requirements necessitate a speedy revision of rates to produce increased earnings, adherence to a strict percentage increase would operate to the advantage of shipments traversing the shorter distances, and conversely to the disadvantage of long hauls. The areas of competitive markets would be diminished, to the disadvantage of consumers, and the control of near-by pro-

ducers over such markets would be strengthened. These considerations act less powerfully on goods of high value in comparison with their weight or bulk where the cost of carriage is relatively slight in comparison with the prices at which they are sold. Conversely these considerations operate powerfully on goods of relatively low value, in proportion to their weight and bulk. On the other hand a flat increase of a certain money amount to pre-existing rates tends to increase relatively the per ton and car charge to near-by producers as compared with those who ship a longer distance. This method, however, imposes the same money handicap per unit of freight on all shippers, and does not tend to tighten the control of near-by producers upon the market. To a certain degree, therefore, it tends to be more in the interest of consumers than a new system of higher rates adjusted more closely to distances which shipments traverse. Upon a tonnage of such magnitude as that of iron ore, we are not prepared on this record to find that the flat per ton increase is not warranted under the circumstances in which it was instituted, and particularly in a situation such as that here disclosed, where the rates assailed, by whatever method increased, do not appear to be unjust or unreasonable or out of line with similar rates contemporaneously imposed upon the same traffic for comparable distances."

A Letter of Thanks

Central Station Employees, I. C. R. R.:

Permit me to use this medium and convey to employees of Central Station the thanks of myself and daughter Marie

for sympathy and friendship extended to us in the bereavement of our husband and father Harry.

Mrs. H. W. Holcomb.



Residential Streets, Herrin Ill.





UNITED STATES RAILROAD ADMINISTRATION

Director General of Railroads
Washington, D. C.

DIVISION OF OPERATION

—o—
Safety Section

A. F. Duffy, Manager.

712 Healey Bldg.,
Atlanta, Georgia,
August 14th, 1919.

CIRCULAR LETTER SS—50

OFFICERS IN CHARGE OF SAFETY,
RAILROADS—SOUTHERN REGION.

Gentlemen:

I am just in receipt of the following letter from Regional Director Winchell, addressed to all Federal Managers, General Superintendents and Terminal Managers—Southern Region, dated August 13th:

"I enclose herewith copy of letter from the Director General, dated August 8th, regarding a proposed

NATIONAL RAILROAD ACCIDENT PREVENTION DRIVE

for a period of two weeks, beginning October 18th, at 12:01 a. m., and ending October 31st, midnight.

"You will receive through the Safety Section further information and details regarding this matter, and I know it is not necessary for me to bespeak your hearty and earnest co-operation to the end that the record which we make in the Southern Region may be one of which we may be justly proud.

"We took the lead in this special work. We all want to keep in the lead of course. All other Regions will try to take away our laurels and we *must not* let that happen."

A copy of the letter of August 8th, addressed by Director General Hines to the several Regional Directors, is enclosed herewith, and, as I wired you yesterday, you are urged to secure all the publicity possible through the newspapers, by bulletins to your employees, etc. It is permissible to use Mr. Hines' letter of the 8th, in whole or in part in the newspapers.

Yours very truly,

C. M. ANDERSON,
Regional Supervisor of Safety.

APPROVED:

A. F. Duffy,
Manager Safety Section.

UNITED STATES RAILROAD ADMINISTRATION

Washington, D. C.

August 8, 1919.

Gentlemen:

Some of you are already familiar with the results obtained in accident reduction in the Regions that have had local "No Accident" campaigns. Briefly, for your information, the official summary of some of the reports for these periods are as follows:

The Southern Region's "No Accident Week," January 19-25th, showed this encouraging reduction and record:

	Casualties
January 19-25th, 1919.....	77
January 19-25th, 1918.....	466

28 out of 45 railroads had 100% record, 8 roads reported only 1 slight injury. With approximately 230,000 employes and 36,000 miles of track, this was 1 accident for each 410 miles.

The Southwestern Region's "No Accident Month" covering the entire month of May, 1919, made this gratifying record:

	Casualties
May, 1919	646
May, 1918	1475

This was a reduction for the month of 56% in 1919, as compared with 1918, with total employes of 174,884. 12 roads showed no accident for the month. This indicated a fine spirit of interest and co-operation of officers and employes.

The Central Western Region had "No Accident Week" during June 22-29, 1919. With 67 railroads there were 47 (or 70%) that had 100% clear accident record. There are 55,000 miles of track and 327,000 employes in this Region.

This was the gratifying result:

	Casualties
June 22-29, 1919	100
June 22-29, 1918	456

Comparative casualty decrease 78 per cent.

The Northwestern Region also had a "No Accident Week" during June 22-29, 1919. This Region has 274,234 employes and 52,868 miles of track. Out of 63 railroads there were 50 (or 79 per cent) that had record clear of accidents during this campaign. The following is the encouraging statement of this Region for the week:

	Casualties
June 22-29, 1919	119
June 22-29, 1918	481

Comparative casualty decrease 77 per cent.

This successful intensified Safety work has attracted the favorable attention and earnest inquiry of the British and Japanese railroad officials in letters received the past week asking for information. This shows its worldwide as well as National Influence.

Mr. A. F. Duffy, Manager, Safety Section, Division of Operation, United States Railroad Administration, has decided to hold the "National Railroad Accident Prevention Drive" for a period of two weeks, beginning October 18th, at 12:01 A. M., and ending October 31st, midnight, along the general lines of the recent successful sectional campaigns of like character.

This has my hearty approval and I shall be glad to have you officially and actively support this Drive, which is to be carried on under the direction and supervision of the Safety Section.

With this advance notice there is plenty of time in which to formulate plans and perfect your arrangements whereby you will be expected to enlist and receive the hearty support of all officers and employes in your respective jurisdiction.

Sincerely yours,

(Signed) WALKER D. HINES.

Mr. A. T. Hardin, Regional Director, Eastern Region, New York.
 Mr. C. H. Markham, Regional Director, Allegheny Region, Philadelphia.
 Mr. B. L. Winchell, Regional Director, Southern Region, Atlanta, Ga.
 Mr. Hale Holden, Regional Director, Central Western Region, Chicago.
 Mr. R. H. Aishton, Regional Director, Northwestern Region, Chicago.
 Mr. B. F. Bush, Regional Director, Southwestern Region, St. Louis, Mo.
 Mr. N. D. Maher, Regional Director, Pocahontas Region, Roanoke, Va.

Safety First Rally at Palestine, Ill., July 16th, 1919

The following clippings of the above named meeting shows how enthusiastic, not only the Indiana Division employes, but all the residents of these cities are for Safety measures.

"SAFETY FIRST MEETING"

The "Safety First" meeting which had been advertised the past three weeks was held at the Royal Theater Wednesday night. This meeting proved to be very successful and beneficial. The house was filled with R. R. men and citizens of the town. The orchestra gave some splendid music. R. R. Supt. of this District Mr. Roth of Mattoon directed the program. Rev. Day gave the invocation and Supt. Roth explained briefly the meaning of a "Safety First Meeting." He read a rule from their book of rules which said "Safety is the first duty of the workmen." He also read statistics for the months of 1918 and corresponding months of this year which showed that the number of killed and injured had been decreased over half during 1919 thus far and believing that meetings of the past helped to reduce these accidents and stating that there would be similar meetings here in the future.

Then pictures were thrown on the screen and explained by S. S. Morris of Chicago, Central Chairman of the Safety First movement. These pictures were great object lessons and had to

do mostly with welfare of employes showing how carelessness causes death and suffering. These pictures also depicted carelessness of auto drivers, pedestrians and drivers of all kinds of vehicles. Despite the danger signs at every crossing most people do not look for the train.

General Supt. Pelley of Chicago gave an interesting and instructive talk in which he said they had unknown to passerby, tested the carefulness of folks going over crossings and found that only one in twenty looked for the train. He spoke very complimentary of the good sized crowd gathered at this meeting and of the successful efforts of train master E. W. Vane in working with others and making this meeting a real benefit to the lives of humanity. He said many things worth remembering.

Miss Eva Smith sang a solo, "Safety First," which was appreciated. Mr. Catlin Haskett made a brief address in which he spoke for himself and fellow townsmen in appreciation of a meeting of this nature held here and the honor and great privilege of having these R. R. officials of years' experience give us their time to help the public in general as well as R. R. employes.

Lawyers Bradberry, Arnold, and Eagleton of Robinson each made appropriate remarks, Mr. Arnold saying the A B C's of the Safety First were, Al-

ways Be Careful. As the hour was growing late Supt. Roth made a few more remarks in his pleasing manner and Rev. Farmer made the closing prayer.—*The Palestine Weekly Register*, July 17th, 1919.

SAFETY FIRST MEETING HELD

Packed House Greet's Railroad Heads
At Palestine Wednesday Night

SEVERAL ATTEND FROM HERE

Object of Meeting Was to Impress Em-
ployees and Others of Need For
Carefulness

The "Safety First" meeting given at Palestine's theater Wednesday night was attended by a packed house. G. W. Harper, P. B. Harper, G. N. Parker with their wives and W. W. Arnold, Judge J. C. Eagleton, P. G. Bradbury and F. W. Lewis motored over from this city and attended the meeting.

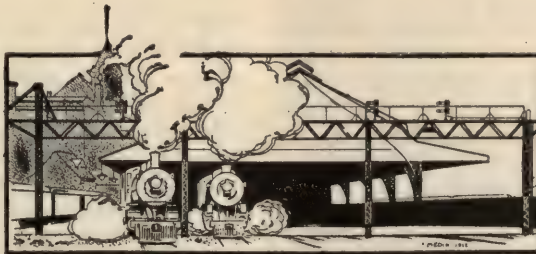
H. J. Roth, Supt. of Ind. Division, was in charge and briefly stated the purpose of the meeting was not only to educate and impress upon employees of the railroad the importance of safety first, but also that the general public may know the dangers incident to travel and from moving trains and better avoid them. He stated that the very first rule that all employees of the road were enjoined to observe is, "Safety is of first importance in the discharge of duty." The campaign of education inaugurated by

this road has reduced accidents over fifty per cent in the past year. In Jan., 1919, there were 12 men killed on the Indiana division, while in Jan., 1918, there were 37 killed.

Mr. Roth presented S. S. Morris, of Chicago, general chairman of the safety first educational work, who made a brief statement, giving some statistics on the loss of human life by railway accidents. There is one injured from such cause every thirty-seven seconds. In the United States during 1918 there were more deaths from this source than there were in the battle of Antietam—one of the bloodiest of the Civil war.

Mr. Morris then had presented on the screen many pictures showing men in their everyday work and the hazards they encounter. The majority of the pictures were especially interesting to trainmen and all others engaged in railroad work. Some pictures showed many hazards taken by motorists, drivers of other vehicles and pedestrians in crossing tracks in front of moving trains, when they should observe the maxim, "Stop! Look! Listen!" There is an appalling loss of life by such carelessness that the railroads are powerless to avoid and it seems that only a killing now and then will induce the public to exercise any care.

Following the pictures and short talks by railroad officials, attorneys C. P. Haskett, of Palestine, P. G. Bradbury, W. W. Arnold and Judge J. C. Eagleton made short talks appropriate to the occasion.—*Robinson (Ill.) Daily News*, July 17th, 1919.





The Golconda Northern Railway

By J. E. Fanning, Assistant Engineer

THE GOLCONDA NORTHERN RAILWAY, formally opened for operation July 15th, 1919, forms an extension of the St. Louis Division of the Illinois Central Railroad and opens up a considerable mineral and farming territory, heretofore without railroad facilities. Hardin County, into which the new railroad has been built, has consequently lost its distinction of being one of the two remaining counties in the Prairie State not linked with the outside world by steel rails.

The Golconda Northern line extends from the present terminus of the Illinois Central Railroad at Golconda, Illinois, along the bank of the "Storied Ohio" to the town of Rosiclare, in Hardin County, a distance of approximately eleven miles. A branch line runs northward, from the site of a deserted town, the point still being known as "Shelternville," on the river, to the Stewart Mines, a distance of approximately four miles in the interior. Shelternville was once a considerable shipping point in the years when the newly cleared lands of Hardin and Pope Counties were great producers of potatoes, a former local celebrity, owing to his having made a fortune by flat-boating his potatoes to New Orleans, having acquired the nickname of "Potato Joe." The Shelternville quarries were, and in the future may again be, actively and profitably worked. They were the source of untold tons of limestone paving blocks fully equal in all stress and strain tests to granite, and nearly as durable, as many streets of St. Louis, Memphis and New Orleans dem-

onstrate after years of service dating from the later '80s.

The extension into Hardin County, via the Ohio River shore line from the terminus of the Illinois Central just north of Golconda all the way to Shelternville is practically a "pass," i. e., the river and the high bluffs approach each other so closely that as a railroad building proposition, there is no room for more than one railroad at the base of the bluffs. This line is built through this pass, which together with certain other "passes" or "gaps" farther north, form an advantageous route for the construction of a railroad across these, the Eastern Spurs of the Ozark Mountains, which cross Illinois from about Thebes, on the Mississippi, to just below Shawneetown on the Ohio. This chain of mountains—for although not of extreme altitude, the rocky cliffs and heights of Pope and Hardin Counties, are true mountains—is a formidable barrier to railroad construction from points north and east through the south end of the State and for some time engineers have been searching for the best practical route through it.

This extension was begun several years ago but on account of litigation, it was not until late in 1917 that authority was granted to carry the work to completion. The litigation referred to was waged through the local and higher courts to determine priority of rights with respect to the pass just described, it naturally being an object the possession of which was indispensable to a route planned to connect this sec-

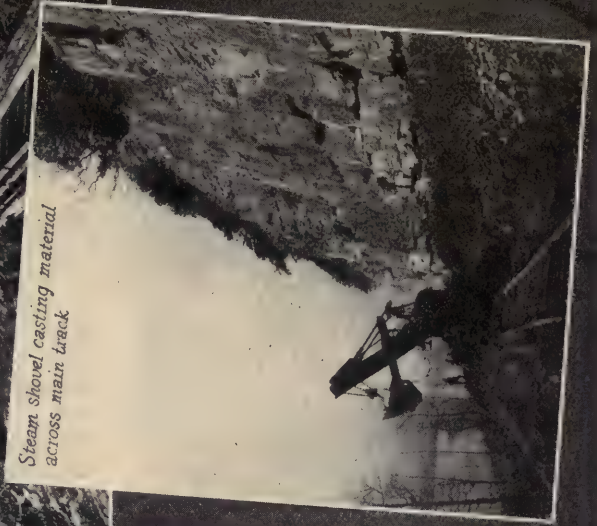
*Construction along face
of cliff*



Side hill work north of cliffs



*Steam shovel casting material
across main track*



*Looking north from top of rock bluff
Showing fill to be rip-rapped and undergrade crossing*



tion with the outside world. The Illinois Central Railroad Company can therefore justly pride itself upon finally securing, through the assertion of its property rights, the control of this strategic feature in southern Illinois railroad building.

Delayed construction into this section was brought about, not because these Ohio River counties in southeastern Illinois, Hardin County in particular, are not among the richest in natural resources, but on account of the rugged topography which puts it in a separate class from its sister counties of the "Prairie State," also because of the former advantage of river traffic. This dependence, time has demonstrated, is too uncertain. The closing of the river to transportation by ice during the winter, and its interruptions by low water during summer, with other circumstances, resulted in a careful study of the situation with a view to its remedy by the one sure means, namely the building of the line which forms the subject of this article. During recent years, the increased demand for the product of the Hardin County mines, resulting in tremendously increased production, developed very clearly the unreliability of river transportation and brought into bold relief the obstacles which the mines had to contend with in getting their ore to market.

Hardin County is rich in fluor-spar, a mineral used extensively as a flux in the manufacture of high grade, open hearth steel, enameled sanitary ware and in chemical industries. It bids fair to find extensive use in the manufacture of Sodium Fluoride, a salt, which is rapidly gaining favor as a wood preservative. The fluor-spar mines of Hardin County are the only mines of the sort on this continent (excepting certain mining carried on in a less degree just over in Kentucky), and the largest mines in the world producing these minerals are located at Rosiclare and Fairview, both of which points are served by the new railroad. Their product, fluor-spar, as it comes from the mine has the appearance of rock candy, with a variety of

colors. Some of its crystals are as clear as water. Some the hue of fine porcelain, some snow white. The different tints that may be noticed are violet to deep purple or even a purple black; canary to topaz; occasionally fragments are found of a decided apple green flecked through with the glint of pyrites. Ground to fineness, fluor-spar is perfectly free from grit, and of the whiteness of finest flour. It is therefore indebted for its colors, while in the crystalline state, to refraction of the rays of light and not to any chemical element present therein that would impart any hue, tint or shade. Fluor-spar is found in fissures which range in width from a few inches to thirty feet and at present is mined by the Rosiclare and Fairview companies to a depth of six hundred feet with no apparent diminution either in quality or quantity. Lead and zinc also occur in connection with fluor-spar, and as "concentrates" form an item of no inconsiderable revenue. The difficulties of getting the ores to market have been alluded to: prior to the opening of these new facilities, the Rosiclare Company marketed its ores by means of open barges loaded from narrow gauge cars running from its mine to the river using gasoline locomotives for power. The barges were towed to Shawneetown, where the mineral was rehandled into standard gauge cars; when cars were not furnished promptly the barges had to be unloaded and later the mineral loaded on cars.

The Fairview Fluor-Spar and Lead Company handled its product by loading standard cars, which were delivered by the Illinois Central Railroad to a transfer barge at Golconda, the transfer barge being towed to Fairview, and the cars switched to the plant over their privately owned standard gauge railroad, about one mile in length, running from their plant to their incline at the river. It was by means of this transfer barge that all of the materials for the construction of the Rosiclare end of the Golconda Northern Railroad were delivered to the contractors. Owing to the increased demand for the mineral



products described, also an enhanced price therefor consequent upon wartime conditions, and the ultimate attainment of a price-level for fluor-spar which seems to operate as a stimulant to continued production upon the vastly greater scale that it reached in recent years, the management arrived at the conclusion that the conditions warranted the extension in question, the costs of construction, maintenance and operation being deemed justifiable, all things considered.

Beginning at the incline about two miles north of Golconda, the construction work was carried on, making all charges "Bills for Collection" against the Golconda Northern Railroad as far as Clark's Landing. From this point work authority was issued to cover the construction to Stewart Mine, and later another work authority was issued to cover construction from the point near Shelterville to Rosiclare.

From an engineering standpoint, the construction work was unique and contained many points of unusual interest. The line for the greater portion of the way is located along the side hill slope of the Ohio River and the work handled by benching by hand sufficiently wide to lay the ties, and steam shovel working on the main line cast the material, containing considerable solid rock, from the high to the low side, forming the roadbed. At places, the high bluffs present a vertical rock wall that extends close to the water's edge and at these places, it was necessary to erect temporary trestles and haul the material for filling. At intervals this solid rock wall is broken by ravines, through which the water from the higher lands passes into the river, and it is over these ravines that permanent trestles have been constructed. Chief among these is the Big Grand Pierre Creek, drainage a large rocky territory and delivering its water so rapidly that it has been found necessary to span it with a 175 ft. through truss. During construction, an open duck trestle was built to carry work trains and form the false-work for erecting the

span, and several times during low water in the river, heavy rains caused the piles to be broken off or swept out.

At the junction of the Stewart Mine branch and the Rosiclare line, a three thousand foot trestle was constructed, a portion of which is permanent, the remainder being temporary, to be filled at a later date with the material which lies between the line and the vertical rock wall previously mentioned and illustrated by accompanying photo.

The contract for constructing the line from the incline north of Golconda to Stewart Mine was awarded to M. L. Windham of Centralia, Ill., while the line from Shelterville to Rosiclare was handled by List and Gifford Construction Company of Kansas City, Mo. On the Rosiclare end, in order to save delay to grading and track-work, caused by the construction of the long trestle, it was decided to begin at the crossing of the Fairview Company's private line and deliver the material to the contractors by means of the transfer barge previously mentioned. It was necessary to follow up all shipments of material closely, having the empties returned promptly on account of limited track room on the Fairview Company's railroad. As soon as the contractors had laid the track from Fairview to the trestle, an Illinois Central pile driver

outfit was shipped by river to that end, and the work of constructing the trestle carried on from both ends, with three pile drivers working day and night. As soon as the trestle was completed, it enabled the ballast for the line to be handled direct by work trains.

A journey over this new line of railroad, beginning at Golconda, carries one past a score of splendid points of view and brings before the eye of the beholder some of the most picturesque scenery in the country. The road lies immediately upon the bank of the river just above high water mark, and the Ohio throughout the distance is about a mile in width. Of itself, the Ohio, clear, placid, and wearing upon its bosom like an emerald, an occasional island, is easily among the first of rivers beautiful, so much so that the early French explorers, with that grace and ease of complimentary expressions, so natural to them, frequently referred to it in their journals and letters, as "La Belle Riviere."

Rosiclare at the present northern terminus, means, "red soil," so named because of the peculiar red clay found in that region in great amount.

The new depot, located midway between Rosiclare and Fairview, will soon be finished and this station has very appropriately been named "Rosiview."

Moody-Etherton

His host of friends, not only in the general office, but up and down the line of road, over which he has covered so much mileage as secretary to the assistant general manager and general manager, as well as those hundreds of comrades legion—veterans now of the 13th Reg. Ry. U. S., who spent over two

years in France—will be agreeably surprised, but none the less sincere in their well-wishes, on hearing of the marriage of Arthur Guy Moody, at Carbondale, Ill., August 24, to Miss Lenora Ether-ton. Sympathy goes out only to his buddie, Kentucky James Hayes, deserted after five years of companionship.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

“An Ounce of Prevention is——”

Old Hiram Tightwad always put the houses which he bought in first class condition; roofs, walls, flooring, painting, and every detail which was wrong he made right—then he said to his tenant, “There now, your house is in first class condition, and it is up to you to keep it so.”

Other property owners used to pay long repair bills for leaky roofs and broken windows, but old Hiram, having placed the house in order before the tenant moved in, would just lean back and say, “You broke it, and you’ll pay for it”—and the tenant did, too.

Hiram was a wise old owl with his property, and it goes without saying that he made lots of money and always had plenty of it on hand.

We cannot all be “Hirams,” but a little thought on the great principle he followed will make all of us want to be “Hirams”.

The great human habitation or house is ours to keep in good condition, the Great Hiram gave it to us in first class condition, and it is up to us to keep it so, and experience teaches us that it is easier to guard against troubles which threaten than it is to care for the troubles after they come, for that means repairs and lost time, while repairs are being carried on, besides paying for the repairs.

Let us consider then how the lay off period may best be guarded against, to the end that our human machinery may always be in the best of condition and

able to stand up to any and all work with which it may be burdened.

First and foremost comes the question of rest, that period when good old Dame Nature quietly and efficiently carries on the repair or strained human machinery—how many hours do we need and are we as careful to give ourselves the needed rest as we are to get our needed food. Most authorities opine that eight hours is needed for a mature body and mind. While this may be accepted as a standard the individual exceptions are many and various.

One fellow found that he did better work on six hours rest and accordingly slept but six hours every night, but close inquiry brought forth the fact that every Sunday morning he slept until noon, thus making up for lost time during the week. It is a fact that as we grow older we feel the need of more sleep, and nine hours are none too much for some men, but the only way to find out just what amount does the most good is by repeated trials. “Know thyself” and find out by experiment just the amount of rest puts you in the best condition for the performance of the next day’s duties. It may not be amiss to caution railroaders that inasmuch as one day’s work seldom runs just like the work of the day before, there usually being some unexpected call on the strength which was not anticipated, the more sleep indulged in the better for the restor-

ation of that reserve vital force which must be brought into play to meet the unexpected—therefore, get nine hours if you can, for you never know when it will come in handy.

Food plays an important part in the restoration of the tired human body and should be carefully considered from a restorative standpoint. The amount of food partaken of is also a matter which should be considered, for here is where habit plays an important part, some men habitually eating too much for their own good health and some too little. It is a pretty good rule to stop eating just short of the time when you feel you have enough—it is a poor plan to eat until you feel that you have had too much, for it not only is a waste of food, but puts a stress on the stomach which in time will cause that much mistreated organ to rebel.

Now, as to the number of times we should eat—time honored custom says three times daily and inasmuch as most of us are brought up to this rule it becomes a habit with us and we accordingly (in America) eat three meals. However, foreign custom is to eat four and even five times a day and in a certain hospital in a large city which is run on the foreign plan, the patients fit to do so are fed five meals a day. To us this seems excessive, but we must remember that this is the result of training from early youth just as we have been trained to receive three meals and therefore do not expect more. Many people get along nicely on two meals a day, leaving out the noon-day meal entirely—this again seems odd to us, but is largely the result of accommodating one's self to the demands of his or her business, it being inconvenient for some to eat at noon on account of business demands.

Christy Matthewson, the veteran baseball trainer, who has handled large numbers of professional athletes, says, "Eat when you are hungry," which expresses in foreshortened language the thought of many long-winded treatises on "Eating" and is as sen-

sible a rule to follow as could be devised. In other words, the need of food is shown by the sensation of hunger and marks the time at which food should be indulged in. Now, understand, this does not mean that one should stop short in the middle of the afternoon, or get out of bed at night just because the sensation of hunger is felt—it means that the next available meal time will be looked forward to with pleasurable anticipation and that the appetite should then be satisfied.

When we come to ask the question as to what food should be eaten, we again bump into that great factor of personality—"eat what you like"—for if you do not you will not be satisfied and will still crave the particular food which desire tells you is what you want.

A certain unit of the French army had an officer who had been a food chemist and who had made some food tablets one of which was equal (chemically) to a certain amount of lean beef, potatoes, butter, etc. On a bright morning in July he gave orders to the effect that his command would that day march to a distant point under a new ration, with the object of finding out the value of aforesaid ration. They started out and marched all that morning and along towards noon a halt was called and one of the food tablets given to each soldier, with instructions to swallow it and drink a cup of water. After an hour's rest the men were ordered to fall in and again started on their march. The record shows that some of them managed to continue until the middle of the afternoon, but most of them broke into open rebellion about two o'clock and, throwing down their arms, demanded food, nor would they be convinced that they had been fed the equivalent of what would have been more than their usual noon day ration. The officer had fortunately brought along some real food and only by the distribution of this was he able to get his command to resume the march.

Authorities hold that our age of

highest efficiency is forty and that after that age we begin to lose "pep" and initiative. This is taken from an average of individuals and does not mean that, having worked hard to attain our objective until we have reached the age of forty, we should then begin to let down and feel that we should slow up—that is the age when our best work should be done, for the past has taught us many things which we can then begin to apply and experience of a personal sort is the best teacher in the world.

At the age of forty conservative habits should have been formed and the work which we labored over so ardently ten years before should be performed with ease and exactness and with the minimum expenditure of energy.

Now comes the question which has been the subject of more discussion than any other—RECREATION, and first let us separate the word into two parts so as to see its exact meaning: re- (meaning again) and -create (to make or form)—thus we have the exact meaning, to make over again.

This gives us our instructions as to what to do when we recreate—we should make ourselves over again, in

other words, our minds and bodies should be restored to the same condition they were in before subjected to the strain of working.

This brings up the question of personal taste, which is different in each and every individual and which the indulgence of must be gauged by its effects on the mind and body. For some, a book or paper and an evening's quiet reading, then into bed and nine hours' sleep is the best and most satisfying indulgence. Others feel that a show, the "bright lights," music and excitement have the most restful influence. Again certain individuals get the best rest from a quiet evening at home with the folks.

Just remember this, however, we all have a reserve quantity of strength, which has its limits, and when these limits are encroached upon it means that the thread of life will be shortened by just that much, so why not play the game conservatively and have the satisfaction of living moderately and well, seeing our children grow to manhood and womanhood with means to gratify their desires and being able to look into the face of the wife who has shared our trials and triumphs and feeling that great satisfaction, the knowledge that we have lived "right."

Employees Are Reaping the Benefit of The Hospital Department and are Very Appreciative of Attention Received

Ackerman, Miss., June 23, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
I. C. R. R., Chicago, Ill.
Dear Doctor Dowdall:—

This is the second time I come to praise the Hospital Department of the Grand Old Illinois Central Railroad.

I was operated upon at the Illinois Central Hospital in New Orleans in February of this year by your Dr. Brown. I remained in the hospital ten days after the operation, and I must say the attention given me was of the very best, and every courtesy and kindness was shown me by both the medical and nurses' staff. It is truly a blessing to know that when you get sick you are protected by the Illinois Central Hospital Department, and that you have a place where you can go and receive in return for fifty cents per month the very best attention that Medical Science affords, and, too, the fees for membership in this department remain the same as they did when organized;

the only thing I know of that you can buy now without paying from two to three hundred per cent advance. I for one would be willing to pay \$1.00 per month or more if necessary for these benefits.

Wishing you success always, and thanking you again and again for the many favors shown me, I am

Yours most sincerely,

(Signed) R. L. White,
First Trick Operator.

Chicago, July 23, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
I. C. R. R., Chicago, Ill.
Dear Doctor:—

I wish to express my sincere thanks and appreciation to the Hospital Department and the Staff of the Illinois Central Hospital at Chicago for the prompt and efficient attention given me in connection with an operation which I have just had performed. I was admitted to the Illinois Central Hospital on July 8th and discharged July 21st, 1919.

The operation was entirely successful. I am feeling fine and in better condition than I have been for several years. From my observation while at the Hospital I personally know that all employees cared for by the Hospital Department receive the best of care, and I am convinced that every effort is put forth by the attending staff to make all patients comfortable.

The contribution to the Hospital Department is certainly the best investment any employee can make, both from a financial point of view, as well as from the standpoint of obtaining the best and most expert treatment.

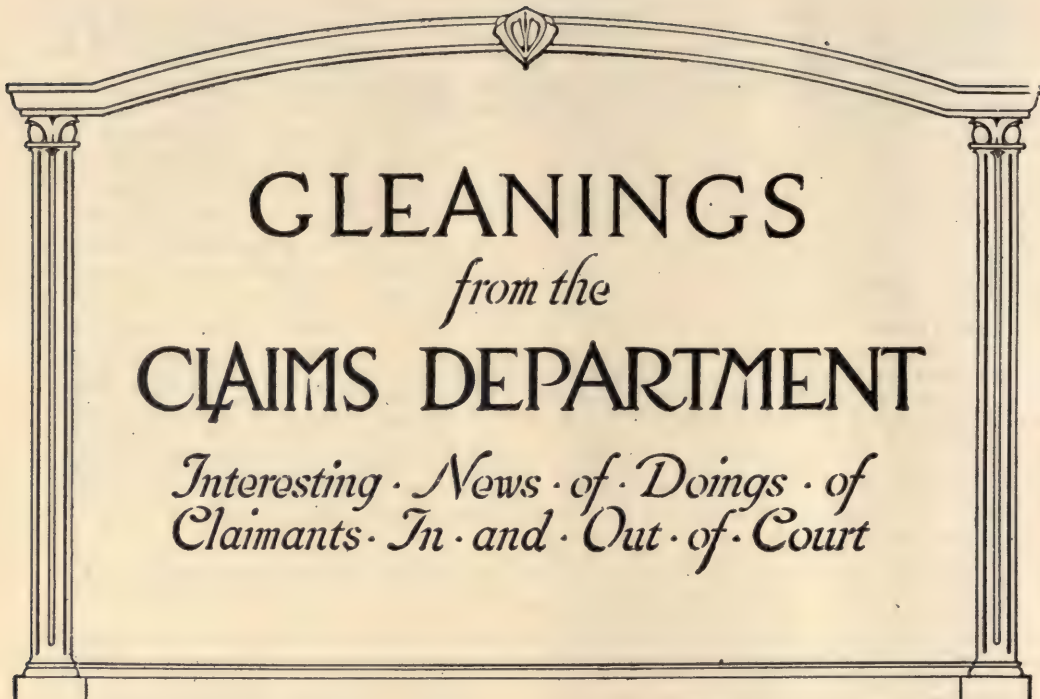
In conclusion, I wish to say that not only myself but my family join in expressing sincere thanks for the kind attention shown me by every one connected with the Illinois Central Hospital.

Yours truly,

(Signed) Fred C. Caliger,
Yardmaster.



SOLVING THE HIGH COST OF LIVING.



GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

An Automobile With a Past

John H. Curry and his son, Wayne Curry, were fatally injured when their automobile, a Ford coupe, was struck by a south-bound freight train on the public crossing known as "Dutch Lane," four miles south of Effingham, Ill., July 9, 1919. The fact that Mr. Curry and his son were killed in an automobile grade crossing accident would not be sufficiently interesting to justify this article, because the wiping out of whole families in automobile grade crossing accidents has become so common as to make articles on such accidents rather boring, but in this particular case the automobile involved had a past, which is somewhat unusual, and that is the excuse for the appearance of this article. The car was owned by Dr. Pierce and was first wrecked by being struck by Illinois Central train No. 2 at Watson, Ill., July 15, 1918. Dr. Pierce then sold the car to a man by the name of Jensen. While Jensen owned the car, it

was struck by a Wabash train on crossing at Bement, Ill. The car was then sold to Mr. Curry and was the car in which he and his son were killed at Effingham on July 9th.

AUTOS AND TRAINS

It is an exceptional day when at least one automobile accident does not occur at a railway crossing somewhere on the system.

During the past month an automobile occupied by a man and a woman drove into the side of a passenger train at Woodlawn, Louisiana. Another auto driven by a lady who had three other ladies in the car with her ran into the side of a car at Greenville, Mississippi, and another machine was driven on to the crossing near Merigold, Mississippi, at such a high rate of speed that the driver lost control of the car and ran it off the side of the dump leading to the track, turning the car completely over upon

the occupants who, fortunately, were not injured seriously. In each of these cases claims have been presented against the railway, and in the Greenville case a suit was filed within a few days after the accident, although the driver at the time stated in the presence of several witnesses that she could not stop her because her brakes would not work.

It is fortunate for enginemen and passengers on trains that railway cars and locomotives are heavier than automobiles and are able to withstand the shock of these collisions else traveling on trains would be made hazardous by reckless auto drivers. If an engineer displayed one-tenth of the recklessness and negligence of some chauffeurs they would be promptly lynched by an enraged populace.

An individual with the speed craze is as dangerous as a morphine crazed negro with a gun. Everything conceivable in the way of precautionary measures and safety devices has been tried with little effect in avoiding these accidents, but thus far there has been a woeful failure to hold the guilty party, the driver of the machine, responsible. When an attempt is made that maudlin sentiment, which unfortunately so readily develops after the first excitement dies out, comes to the relief of the culprit. Recently a young man of Memphis, Tennessee, was prosecuted for running down and killing two young lady nurses upon a prominent street crossing at Memphis in broad daylight. There was much proof that he was intoxicated and that the accident was inexcusable on his part. He was prosecuted for manslaughter. A conviction was obtained only by great effort and then some of the jury would not consent to a verdict of guilty except upon the agreement of all to fix the penalty at three months in the county work house, which was done. Of course, the sympathy referred to was created in this case by proof of the prominence of the young man's family, their great grief and mental anguish, which clouded the eyes of the jury to the anguish of the family of the nurses slaughtered and its duty to not only ade-

quately punish the responsible party, but to do so in such a way as to make the instance a deterring example to other drivers of machines.

Quite a contrast between this verdict and one recently rendered against the Yazoo & Mississippi Valley Railroad Co. in Coahoma County. An auto driven by a young lady was struck by a train and the mother and sister of the driver, and young lady friend and a negro nurse were killed. The auto was driven along the highway paralleling the railway about one-quarter mile and then turned across the track approaching from the side opposite to the engineer so that he could not and did not see the auto until it was struck. The occupants of the machine had a free, unobstructed view of the train had they looked back, for the one-quarter mile they drove alongside of the track and the train was certainly within 300 or 400 feet of them when they started to cross, yet they failed to observe its approach. On the trial of the suit for the death of the mother and five-year-old child a verdict was rendered for a large amount, although the evidence clearly showed that the occupants of the machine were solely responsible for the occurrence.

If drivers of automobiles were held as strictly accountable what should the Memphis jury have done with the young man who killed the two nurses?

IS THERE A PREVENTIVE?

The automobiles and rivers are vying with each other in a determination to exact the largest toll of human lives. Before the invention of the automobile the streams were offered little competition. Their record of the past shows that they have always contained quicksand, whirlpools and under currents which the swimmer in his comparatively feeble way would try to combat. The ultimate outcome was that the forces of nature knew no bounds and human strength furnished little opposition.

The automobile takes its toll through fast and reckless driving, very few accidents being due to machine defects. By

far the majority of accidents are due to the reckless, inexperienced and ignorant drivers who think nothing of the consequences to themselves or the other occupants of the car. This same attitude is in evidence when the motor cars approach railroad crossings.

Accidents by the dozen are happening at crossings practically every day right here in our own state. That human instinct to beat the locomotive to the crossing or to pay no attention to the approach of a train has been responsible for the deaths of many persons this last week.

What can be done to prevent these accidents? Natural obstacles might be removed and have been removed; but there seems that ever-present determination to beat the train to the crossing. The same spirit prevails when persons on foot rush across the tracks ahead of a train at a station. In either case—a choking of the engine or a slight misstep—means that the locomotive is the victor. Trains have the right-of-way through the country as they were here long before the autos and they are far more powerful. Matching strength is as foolhardy as it is to match speed. It is a very deceiving matter to compare speeds when the two forces are nearing the same crossing.

The automobile driver knows when he approaches a railroad crossing in the country. He knows it by the signboards which the state have forced the railroad companies to erect. The policy of a few seconds to stop, look and listen will mean no hindrance in the travel of an automobile, and may be the means of saving any number of human lives.

To summarize the situation we must admit that there is no preventive, so long as that daredevil spirit is a part of the human mechanism. It is a human trait to combat the waves. Many drownings occurred last week in places which had been tested and before crowds of persons, but humanity is a very weak competitor with natural forces. There are signboards at railroad crossings, but that human de-

sire for supremacy leads the driver to pay no attention to approaches and he takes his chances. Therefore, since that instinct is present, those persons who will take the chances must likewise suffer and bear the consequences. —Fort Dodge (Ia.) Messenger.

HUNTING JACK RABBITS WITH A LOCOMOTIVE.

Did you ever ride over the plains of Western Canada at night in the cab of an electric lighted locomotive? No? Well, then you don't know what it means to hunt jack rabbits with a locomotive, so I shall have to explain.

Mr. John Jack Rabbit who, we must concede, is an important member of such a hunting party is most obliging in arranging the details. He understands that the locomotive, if it should leave the rails and start on a chase across the prairies, would be somewhat handicapped and, to overcome such difficulty, he himself leaves the plains and takes to the track.

Assuming that the rabbit is upon the track, the only other necessary detail to make arrangements complete is for some spirited locomotive to come up behind him and the race is on. J. J. is some sprinter and you have to put her in high and give her the juice before you get close enough to read his back number plate.

The race is exciting as long as it lasts, but it always has one ending—John J. gets run over.

"Why don't the fool rabbit jump from between the rails and get out of the way?" Don't know; suppose he has a reason. Anyway, so long as the headlight shines along the track showing the two dark bands of steel, J. J. keeps between the rails, and no warning is going to make him change his mind on that proposition.

Now, some people have been so harsh and inconsiderate as to insinuate that the rabbit uses rather poor judgment in getting between the rails when there is no law of the land or rule of the road requiring him to do so, and especially poor judgment in

remaining between the rails and being run over.

In fact, some rude persons, in commenting upon his habits in this respect, have used short, violent expressions to denote his lack of intelligence, such as no railroad man ever uses, or would even understand, for which reason I shall not go into further particulars on this point. I'm merely trying to make it plain that his judgment has been called into serious question.

Far be it from us to impute to this pioneer of the plains any lack of a profound philosophy of life—and death. Rather do we believe there is some "method in his madness" too deep for many of us ordinary mortals, and long have we been worried and sorely perplexed to have revealed unto us the causes thereof.

To the wise men of the East and the wild men of the West hath this riddle been propounded; but sayeth they not. Then wandered we afar to the seat of the Oracle, and thus spake he: "Go back to thy home and ask certain of thy conductors, brakemen and yardmen."

And thereupon a great light spread round about us. For hath not these men been doing likewise as the jack rabbit, except even more so? Doth they not leave the safe path and go between the rails, even between moving cars, when no law of God or man requires such peril, and doth they not persist therein, refusing, like unto the rabbit, to heed warnings until they, too, are run over.

Of course an Oracle cannot be expected to go into details—if he talked much he wouldn't be an Oracle—but having seen the light, there was a consuming desire to ask the Oracle just one or two more questions.

Why, for instance, do the trainman or yardman and the jack rabbit, since they agree perfectly on the general principle of getting between the rails and keeping it up till something happens, differ so materially in the way they go about it? The jack rabbit, you

will note, always gets between the rails at a safe distance ahead of the train where, if he should stub his toe and fall, he would at least have a chance to get up again and keep going. The trainman or yardman doesn't like that method at all. He prefers quick action and darts right in between moving cars where a fall is sure to mean the operating table or the cooling board.

Why such different methods? Can it be that the jack rabbit has too much love for his family to run the risk of going between moving cars?—By Supervisor of Safety, George Bradshaw, of the Pere Marquette R. R.

THE EDUCATION OF CHILDREN IN REGARD TO DANGERS LURKING ABOUT RAILROAD YARDS, TRACKS AND CARS

Mr. M. J. Wise, of the M. & O. Railroad, recently delivered an address before the Mississippi State Teachers' Association at Meridian, Miss., on the question of educating school children in regard to the dangers lurking about railroad tracks and cars. Not only school teachers, but all fathers and mothers should be vastly interested in this subject, and should join the school teachers in promoting the education of children concerning the dangers always present around railway yards, tracks and cars, dangers which have ruined the lives of many fine boys.

The following is quoted from Mr. Wise's address:

"I am sure you will be surprised, a I was when I studied the statistics as to the accidents to children trespassing on railroad property, at the very large number that were either killed or injured, and when I refer to accidents caused from trespassing, I mean personal injuries that were due to walking on railroad tracks and riding on railroad trains and cars when they had no right to do so. Can you realize that during the year 1917, the last

year for which I have available data, that there were in the United States 5,407 people killed and 4,400 injured from trespassing, and that about one-fourth of the total killed and injured were children? Does it seem possible to you that during the past ten years approximately 103,000 people have been killed and injured in this way, and of this number about 33,000 were children? Think of the sorrow in 33,000 homes, and then think further of the loss of future citizens of the United States, and that all this might have been prevented by these children keeping off railroad tracks and cars.

"I am sure you are all appreciative of the value of illustration in favorably impressing on a child's mind the lessons you desire to teach, and often by a story or picture a precept can be taught more effectively than by simply stating a fact. There are quite a number of stories that have been written by children who have been crippled, warning others of the danger of using railroad property as a place to play, and the National Safety Council, a National organization for the promotion of accident prevention, has printed some very effective pictures illustrative of how children are killed and injured while on railroad property, where they ought not to be. Any teacher who is sufficiently interested can obtain these by applying to railroad agents for them. I have in mind one of the little stories referred to, written by a boy nicknamed Harry Hop the Train, because of the fact that he lost a leg by jumping on and off moving cars. He wrote this story for the purpose of dissuading other children from playing on railroad property. I am sure you will be interested in his 'Seven Nevers,' because they are right to the point and refer to things we railroad men, as well as others, often see children do:

"'Never cross the tracks by night or by day,
Without stopping to listen and look each way.'

Never walk along the railroad ties—
You can't always trust your ears and eyes.

Never hop a freight, for nothing quite heals
The wound received under grinding wheels.

Never, on a hot or sunny day,
Sit beneath box cars to rest or play.

Never crawl under a car of freight
When the crossing's blocked—play safe and wait.

Never board, or alight from, a train that is moving,
Accidents, daily, its dangers are proving.

Never play games 'round the tracks at the station—
There are much safer places to seek recreation.'

"There is another method I think you will also find effective in presenting this matter to children; that is, in illustrating what you desire to impress on their minds, to do so by comparison or contrast. For instance, we grown people know, or think we know, the danger of trespassing on railroad tracks. I am sure, though, that if we lived in a small settlement on the edge of a jungle in India or Africa, and we absolutely knew that a man-eating tiger inhabited that jungle, parents and teachers would not let a day go by without cautioning and seeing that the children of the settlement kept as far as possible away from the vicinity of the danger zone. Yet how often do we caution children to stay away from the property on which railroad trains and cars are operated, and there is the same if not greater element of danger in the latter as in the former. Trains and cars are operated with powerful locomotives which cannot be stopped instantly, and children, thoughtless of danger, and grown people as well, place themselves in position or act in such a way as often to court accident.

"In childhood, boys and girls acquire ideas and habits more readily than at any other period of life. Pope in his Moral Essays aptly expresses my thought when he says:

"'Tis education forms the common mind,

As the twig is bent the tree's inclined.'

"If we can imbue the minds of our

boys and girls with the Safety habit while they are young, we may be the instrumentality that will preserve some of them for future lives of happiness and usefulness, who would otherwise be killed or go through life as cripples, and further, this habit if acquired in childhood may result in preventing them untold sorrow and agony in later years."

High Cost of Carelessness



The Proof of an Argument

Members of the Claim Department of the Illinois Central have frequently argued that crossing protection, such as flagmen, electric warning bells and gates, do not prevent accidents at railway grade crossings and do not even reduce them; that the policy of municipalities in trying to place all of the responsibility for safety at grade crossings upon the railways has had a tendency to make these grade crossings unsafe rather than safe, for the reason that when crossing flagmen, electric warning bells and gates are installed, the public becomes educated to watch the flagmen, listen for the bells, or watch the position of the gates, instead of using their own faculties and

looking out and listening for the trains. Here is a case in point. On November 6, 1917, the village of Homewood, Ill., passed an ordinance requiring the Illinois Central to place and maintain a flagman at Dixie Highway crossing both day and night. During the period of twenty months since the flagmen have been on this crossing, six people have been killed. For the corresponding period of twenty months, prior to the time the flagmen were placed on this crossing, only one person was killed. Had Homewood passed and enforced a Stop, Look and Listen ordinance, such action might have saved some, or all, of the six lives which were lost.



Business Section



Herrin Ill.



Purchasing & Supply Department

The Casting Stock—A Problem

By H. Lempke, Forman, Storehouse "A", Burnside

WITH those not familiar with the situation, the maintenance of a casting stock on the railroad is quite a problem. The great number of tons of castings of various patterns necessary to be kept on hand to meet requirements runs into money fast, at the same time if castings are not available when required, considerable expense to the company is caused through delayed repairs to equipment.

Past experience has taught us that power and equipment is held up for want of castings more than for any other class of material. On the other hand, when a general clean-up of all stores is made to return surplus castings to the general storehouse for redistribution to points where needed to save the purchase of new, it develops that this surplus is larger than that of other classes of material returned.

To overcome these conditions, I make the following suggestions which may be of some benefit to stock-keepers and others in charge of castings and their distribution:

1st. You must be familiar with the different classes of engines and cars.

2nd. You must know how many engines of each class are running on divisions under your jurisdiction. This information is necessary in order to keep an available stock of necessary castings on hand for repairs at all times.

3rd. You must also keep in close touch with master mechanic and general foremen, shop foremen and others interested in the output of power and

equipment and be familiar with the class of engines coming into the shops from time to time for general repairs. With this information you will be in position to anticipate the castings wanted and arrange for them so that they will be on hand when needed. A little team-work of this kind will produce wonderful results. Show the user of these castings that you are interested in his output and he will co-operate with you. Naturally the desired results will follow. Castings will be on hand and engines turned out promptly. Castings for repairs to cars and other equipment should be handled in the same way.

4th. You should check up as often as necessary and find out the class of engines running on divisions served by you. If any engines are removed to another division and some new classes transferred to your division, you should have this information. If there are any castings left on your hands which are not needed, they should be immediately transferred to other storehouses on divisions where engines of that class are being used. On the other hand, if an engine is transferred to your division and you have no castings available for running repairs to this engine, you should immediately get busy and arrange for transfer.

5th. You should make frequent visits to machine shops, repair tracks, etc., and satisfy yourself that you are in touch with the conditions as to castings needed and how they are being used. A little investigation as to the uses on engines

and cars of the articles you are obtaining will assist in many ways in maintaining a stock.

6th. In ordering castings on the general storehouse, care should be taken to give the correct pattern numbers, description, etc. If number is not available, give the engine or car numbers for which castings are wanted. With this information shipping forces at the general storehouse will be in possession of enough information to furnish the correct material.

If these suggestions are carefully followed, you will not be called upon to explain either a large surplus of castings on hand or a shortage, also stock-keepers at the general storehouse will be enabled to make orders on manufacturers with more uniformity, as these orders are naturally based on past consumption. By adhering to the above suggestions, no doubt you can keep many worries away from your superior officers, at the same time arriving at results desired by the management.

Things We Should and Should Not Do

Express your thoughts in the Illinois Central Magazine. You have some good ideas. Let others benefit by them.

Public opinion expressed counts—for instance, "Gee, doesn't that locomotive look fine?"—again—"Just look at that dirty locomotive! That must be a lazy crew!"

Do your work and do it well. You will advance—so will your department.

The neat appearance of an employe is an asset to himself and a compliment to the company he represents.

Generally employes who own their own homes or are buying them are steady, reliable and stand well in the opinion of the community in which they reside. Let's get in this class.

Don't load company material carelessly. It costs just as much as revenue freight.

Why let finished material as well as threaded pipe, etc., remain out in the weather? If unable to put under shelter, apply a little oil. Considerable saving can be made in this way.

Don't throw away that old paint brush. Turn it in. If it has served its usefulness for your purpose, someone else can use it for some other purpose to save the purchase of new.

Boys, watch the use of oils and lubricants. They are expensive. With a little precaution and supervision con-

siderable loss account of waste can be prevented. These commodities are now costing the railroad approximately as follows:

Superheater valve oil, 58½c gal.; valve oil 53 4/5c gal.; signal oil, 58½c gal.; car oil, 23¼c gal.; rod cup grease, 13½c lb.; driving compound, 14½c lb.

Just think—some of these oils cost as much per gallon as a pound of butter! Would you waste butter at its present high price?

Open envelopes in such a way that they can be used again in office buildings, shops, etc. Just draw a line through the name, re-address again and again. Envelopes have been used in this way in some departments as high as a dozen times. Is this not a saving?

Let everyone assist in getting the output of engines, cars and maintenance work. If you are in the way in obtaining this output get out. Don't find fault—this only delays the output. A fault-finding employe always tags along in the rear of the procession! Those who assist are always at the head. Are you going to bring up in the rear or march in the first row?

Don't offer criticism unless you can back it up with a suggestion every time. Good bye. Will see you in the October issue.

Illinois Central Band Serenades General Storekeeper

By One of The Guests

QUITE royally did the Illinois Central Band entertain the General Storekeeper, Mr. W. Davidson, at his residence, 801 Ridgeland Avenue, Chicago, Tuesday evening, July 15th, and quite royally in turn not only the Band, but all members of the General Storekeeper's office were entertained by Mr. and Mrs. Davidson.

Ever since Mr. Davidson assumed the duties of General Storekeeper, which made him President of the Illinois Cen-

trality, were inducements too great to allow anything unavoidable to prevent. Assistant Purchasing Agent Summerhays, former General Storekeeper and Band President, with his family,—also one or two other former members of the Supply Department, completed the party, making it a veritable reunion, and all present expressed themselves as feeling "just like one big family."

At eight o'clock the Band, with instruments in best playing order, took



tral Band, its Director, Mr. Geo. F. Fraser, had been secretly planning to serenade him at his home. When finally the date was set, Mr. Davidson decided that others should share the treat with himself and family, and every member of his large office, as well as the Foremen of the various Storehouses and Yards in the Supply Department at Burnside, were invited. Needless to say, practically all were present, as the Band's well-established reputation and the Davidson's well-known southern hospi-

their places on the lawn of the Davidson residence. The guests very rapidly filled the circle of chairs and garden seats which surrounded the Band. A long line of benches beyond the cement sidewalk were gratefully filled by the small folk of the neighborhood, who were also on hand to enjoy the concert. The lawn was hung with electric lights, hooded with Japanese lanterns, which provided cheery illumination when the twilight waned.

From eight to nine-thirty the Band

rendered the following program in its usual high-class and well-trained manner, reflecting much credit on its capable Director, Mr. Fraser:

MarchValcartier
OvertureNorma
Cornet Solo.....
.....Silver Threads Among the Gold
 (By M. Morrie)
WaltzForest Park
Selections.....Reminiscences of Ireland
PotpourriSouthern Melodies
SelectionsMartha
SerenadeCupid's Charms
WaltzOn the Mississippi

the last selection being rendered in honor of Miss Katherine McGuire, the sweet-voiced songstress of Vicksburg, Miss., who was visiting at the Davidson home at the time of the serenade.

At the close of the program a photographer appeared on the scene and all present were quickly grouped together for a "flashlight." Unfortunately the camera, an 8x10 inch, which was the largest procurable, did not take in all of the party, only a portion of the Band being included in the picture, which is here shown.

The Band and guests then retired to the house, which afforded ample room for dancing. During the evening refreshments were served in abundance.

As the picture indicates, a most enjoyable and long-to-be-remembered eve-

ning was spent by all of the hundred-odd folk present. Unfortunately, space would not permit extending invitations to the wives and sweethearts of members of the Band and office force, but this did not seem in any way to detract from the gaiety of the evening,—in fact, it might have been imagined by anyone uncharitably minded that in many cases it added to it! Take for instance the gentleman so agreeably located between the two young ladies in the middle row to the center-right of the picture. Would he have posed thus if his wife had been present? And the Assistant Chief Clerk! Wonder what *his* wife would have thought had she seen him dancing with all the pretty stenographers and clerks! The host and hostess themselves succumbed to the jazz music so wonderfully rendered by the Band, and "shimmied" and "fox trotted" in the most up-to-date manner. While the General Storekeeper's two small sons, to be seen dressed in white sailor suits in the first row on the picture, are as yet far too young to "trip the light fantastic," still they were very popular with the ladies, who always "fall for" brown eyes, yellow curls and rosy cheeks.

The clock had struck the wee sma' hour before the last of the guests had departed, all was quiet in the Davidson home, and the Band had gone down the street playing "There's Been a Hot Time in the Old Town Tonight."

Elbert Hubbard

When the murderous Huns torpedoed the passenger liner Lusitania the life of one of the most cryptic writers that America has produced was brought to a close.

Elbert Hubbard was born at Hudson, Ill., a town which is served by Illinois Central rails—the old Hubbard home

still stands about three blocks from the depot.

The following, clipped from the Blooming Daily Bulletin is a striking illustration of his ability to express his thoughts in words and at the same time is a high compliment to the railroads and those who operate them:

Railroading in Reality

By Elbert Hubbard

The most important business in the world is farming. Food is the primal need.

We get our food out of the soil. The business of the farmer is to tickle the soil so it will laugh a harvest.

The second most important business in the world is transportation.

Things have no value unless they are at a certain place at a certain time.

Food separated from human bodies by an impassable gulf is absolutely valueless.

I have seen corn selling in Kansas for ten cents a bushel and hogs at two cents a pound, simply because there was no available transportation for these things from where they were plentiful to where they were needed.

The railroad cancels distance and annihilates space.

Railroads have only one thing to sell, and that is transportation. The unit of transportation is the mile haul.

Railroads carry an adult human being a mile for three cents and they carry a ton of freight a mile for a cent or so.

To carry a ton of freight on a wagon a mile, with average roads, costs thirty cents.

To carry a man a mile on horseback, or in a wagon, as was done in stage-coach times, costs ten cents.

The stage-coach fare from New York to Philadelphia, say a hundred miles, used to be ten dollars. If you walked the distance, as my grandfather did, it took three days, and the cost of board and lodging along the road was more than the railroad fare is today.

George Washington, in his diary, tells of riding horseback from Philadelphia to Boston in a week, and he thought he was going some.

Now the railroad carries you in two hours from New York to Philadelphia, and the fare is a few dollars, and on the route you need neither board nor lodging.

The railroad is the greatest factor in civilization. America holds her proud

place among nations on account of her railroads, because by the railroads the world's markets are brought to the doors of both producer and consumer.

The Uganda Railroad has done more to civilize the dark continent than all the missionaries ever sent there.

For lack of travel a man is forever a villager. People who live in one place and see only a few people do not evolve, grow and become. They get pot-bound.

The big people of the world are those who travel.

As you travel, you will always remember the kindly, gracious people you meet, the people who speed you on your way.

There are railroad conductors who, as they pass through a coach taking up tickets, spread an atmosphere of good will and courtesy and put the whole car in good humor, not by what they say, but by their kindly habit of mind.

A railroad man, above all individuals, should be proud of his occupation. Great responsibilities are resting on him. When he forgets, dire distress may follow. The lives and treasure and the happiness of a vast number of people are in his keeping.

No matter how menial his occupation, he has an opportunity for serving the public which few people have, and within a few years the consciousness has come to humanity that the highest ideal of every good man is to be a public servant.

The president of a great railway system is a servant of the people, no less than flagman.

Also, the flagman's duties are just as important, in their way, as are those of the general passenger agent.

Nowadays, we are not trying to get out of work. We are not looking for ease or pleasure, or a good time, or a soft snap. The joys of life come from doing our work; that is to say, getting a job and holding it down, and at the same time getting ready for a better job.

Passenger Department

NOTES OF INTEREST TO THE SERVICE.

The recent strike of Chicago street-car and elevated railroad employees is the subject of an article in a late "Railway Age" on the efficiency with which the steam railroads handled the enormous overload of traffic due to strike conditions. In that article is the following in regard to the Illinois Central which will be of interest, it is thought, to its employees all over the line.

"The Illinois Central, which with the Chicago & North Western, normally carries the bulk of the suburban traffic, carried during this four-day period approximately 800,000 passengers as compared with the normal travel during that period of approximately 200,000. As in the case of the North Western, plans were perfected by the Illinois Central for handling the increased travel on short notice when the strike of the car men became imminent. In fact, Illinois Central officials were watching the situation so closely that trains began operating within 15 minutes of the time the strike was called, and by 5 a. m. on the first morning of the strike a 10-minute service was being conducted into Randolph street, the suburban terminal of the road. During the peak load in the morning and evening rush hours trains were run into and out of the Randolph street station every minute. At the Van Buren and Randolph street stations inbound passengers were discharged during the morning rush hours at the rate of approximately 500 each minute and the same number of outgoing passengers were handled at these stations during the evening rush hours. Considering the increased traffic handled on such short notice, the service was particularly free of congestion and accorded a free movement of passengers at all times, there being no delays, no accidents and no personal injuries recorded. The additional employees which were delegated to handle this increased traffic were given dining and sleeping car facilities throughout the entire period of service, and because of this fact no extra employees were used to handle the increased traffic."

An employee of the American Railway Express, Mr. L. E. Foster of Chicago, in the "Express Messenger," writes most interestingly of his hobbies, which article evidently prompted an editorial in the same number entitled "Work and Play." A part of this last we quote with the thought that

what is said as to express workers equally applies to railroad workers.

"The happy, the contented man, the man who feels that life is worth living and endeavors to make others see life as he sees it, is the man with a hobby. It does not matter what that hobby may be—whether it be baseball, motoring, photography, painting, or the collection of postage stamps, it is something that takes his thoughts off the daily grind. It rests him mentally, at least, and enables him to return to his work with more vigor and a clearer brain than if he had spent his idle hours gazing into space and worrying about his business affairs.

"It is true that some ride a hobby to death, for, like other diversions, it can be carried to excess. One should not allow himself to feel that business is interfering with his hobby, or it will be found that the hobby is seriously interfering with his business. When tempered with discretion both as to expense and time employed, a hobby is a real benefit to anyone.

"If one can become interested in a construction hobby—one that will produce something that adds to the pleasure of his friends as well as himself, so much the better. But find something that will interest you, something that you can make a study of, and follow it. And as age creeps on and you are compelled to lay aside business affairs, your hobby stands ready to entertain you."

The following change of schedules of interest to our agents have taken place since the last issue of this magazine and are in addition to changes concerning which special circulars have been sent out:

Pere Marquette: Important changes will occur in schedules of this railroad effective Sunday, September 21, details of which have not as yet been announced.

Southern: The following changes in Pullman car service have taken place: Cincinnati-New Orleans Sleeping Car Line No. 2236, which has been handled in Trains Nos. 1 and 2 has been shortened to a Chattanooga-New Orleans line.

Cincinnati-Chattanooga (Market Street Station; North Chattanooga, Pullman Parlor Car Line has been established and is operating in Trains Nos. 11 and 12.

Cincinnati-New Orleans Sleeping Car Line No. 2224 which was handled in Trains Nos. 3 and 4 has been discontinued.

Chattanooga-New Orleans Parlor Car Line has been established and is operating in Trains Nos. 3 and 4.

Cincinnati-Atlanta Sleeping Car Line No. 2246 has been established and is operating in Trains Nos. 9 and 10.

Cincinnati-Birmingham Sleeping Car Line No. 2222 which was handled in Trains Nos. 3 and 4 has been discontinued.

Louisville-Atlanta Sleeping Car Line No. 2246, which was handled in Trains Nos. 23-9 and 24-10 has been discontinued.

There was a man who fancied
That by driving good and fast,
He'd get his car across the track,
Before the train came past.
He'd miss the engine by an inch,
And make the train hands sore;
There was a man who fancied this—
There isn't any more.

There was a wise old trainman,
Expert at coupling cars,
He used his feet to push in place
The knuckles and draw bars.
He did it thus for many years,
And thought it was great fun;
He had two feet to push them with—
He now has only one.

Bill Jones, on the repair track,
Imagined he could do
A moment's work beneath a car
Without the flag of blue.
Well, yes—he did it many times,
In spite of rule and warning;
One day an engine bumped the car—
Bill's wife is now in mourning.

Between the rails of the northbound track
Mike smoked his pipe of clay,
As "37" with Red Ball freight South
Sped noisily on her way.
'Twould take four steps to clear both tracks,
These steps Mike did not take,
Then Number Four approached unheard,
RESULT—"An Irish Wake."

Jimmy was an active kid,
He lived beside the track,
He got on as the trains went up,
And off as they came back,
It did no good to warn him,
For Jim knew much the best
That he was in no danger—
His tombstone reads, "AT REST."

Erie Railroad Magazine.

A good story is the one about the boy who left the farm and got a job in the city. He wrote a letter to his brother who elected to stick by the farm, telling of the joys of city life, in which he said: "Thursday we auto'd out to the country club where we golfed until dark. Then we motored to the beach and Fridayed there."

The brother on the farm wrote back: "Yesterday we buggied to town and base-balled all afternoon. Then we went to Med's and poked 'till morning. Today we muled out to the corn field and ge-

hawed until sundown. Then we suppered and then we piped for awhile. After that we staircased up to our room and bedstead until the clock fived."

—Monticello, Ill., Bulletin.

"Going far?" asked the chatty little man on the train.

"Only to Albany," replied the other, who hated talking to strangers and wished to nip this one in the bud. "I am a commercial traveler. My age is 46. I am married. I have a son of 19; he is at Harvard. My father died last January. He was on the stock exchange. My mother is still living. I have a niece with red hair. Our cook's name is Bridget. Is there anything else?"

The chatty little man smiled affably. "What oil do you use for your tongue?" he inquired slowly.—*Boston Transcript.*

At twenty years of age he is certain happiness is to be found in marrying the girl he is in love with.

At thirty he discovers that work is the real source of happiness.

At forty he finds that children offer the means of happiness.

At fifty charity and devotion to the community seem to point the way to happiness.

At sixty philosophy suggests the road to happiness.

At seventy he learns that grandchildren hold the key to happiness.

At eighty he realizes at last that true happiness is to be found only in tobacco.
—Clipped.

"Is this Mr. Riley?"

"Eh—what?" said the deaf old chap.

"Is this Mr. Riley?"

"Riley! Oh, yes!"

"I knew your father."

"No bother."

"I say I knew your father."

"What?"

"I knew—your—father."

"Oh, did ye? So did I."

—Boston Transcript.

A farmer, in great need of extra hands at haying time, finally asked Si Warren, who was accounted the town fool, if he could help him out.

"What'll ye pay?" asked Si.

"I'll pay what you're worth," answered the farmer.

Si scratched his head, then announced: "I'll be darned if I'll work for that!"

—The Express Messenger.

I'm in a railroad station now
And I'm depressed as I can be,
I've poked my cash in slot machines
And not a thing came out to me.

—The Cheerful Cherub.

What has become of the old-fashioned man who used to take his shoes off as soon as the train pulled out of the station?

—*El Dorado (Kan.) Times.*

When some people hate themselves they go down and turn on the phonograph.

—*Clipped.*

"It isn't always the clock with loudest tick that keeps the best time."

—*Clipped.*

"Do not show what you do not know by attempting to show what you think you know."

—*Exchange.*

"Illinois Central Employes' Picnic at Waterloo, Iowa"

RUNNING true to tradition the Illinois Central Employes at Waterloo, Iowa, pulled off another successful entertainment event, this time their affair being an elaborate picnic which was held at Elk Run Park, Sunday, August 3.

The picnic was conducted by employes in all branches of the service and although rainy weather in the morning which remained threatening until noon hour interfered somewhat with the attendance, all events scheduled on the program were run off and their were no dull moments during the day.

The attendance figures were conservatively estimated to be well over the 5,000 mark, the large park grounds being taxed to capacity. Autos from the city and nearby towns started arriving at noon and over 800 were parked by three o'clock. The Waterloo, Cedar Falls and Northern Railway ran special trains to and from the grounds all day and this opportunity is taken to publicly thank them for the very excellent service which was given.

Both the Illinois Central Concert Band of Waterloo consisting of 52 pieces and the Illinois Central Junior Band of 40 pieces rendered music during the day, seven separate concerts being given. Miss Marion Henderson, soloist with the concert band, sang two numbers on each of the concert band programs which were highly appreciated. The usual speed dashes, freak races and tug-of-war were staged, prizes going to the fortunate winners.

Old fashioned horse shoe games, wheels, candy and jewelry games, as well as other concessions gave the grounds a carnival appearance. In the afternoon Mr. Talbert MacRae of Des Moines conducted the crowd in community singing which was a big hit.

A telegram from General Manager Clift was publicly read, regretting his inability to be present and wishing everyone a good time.

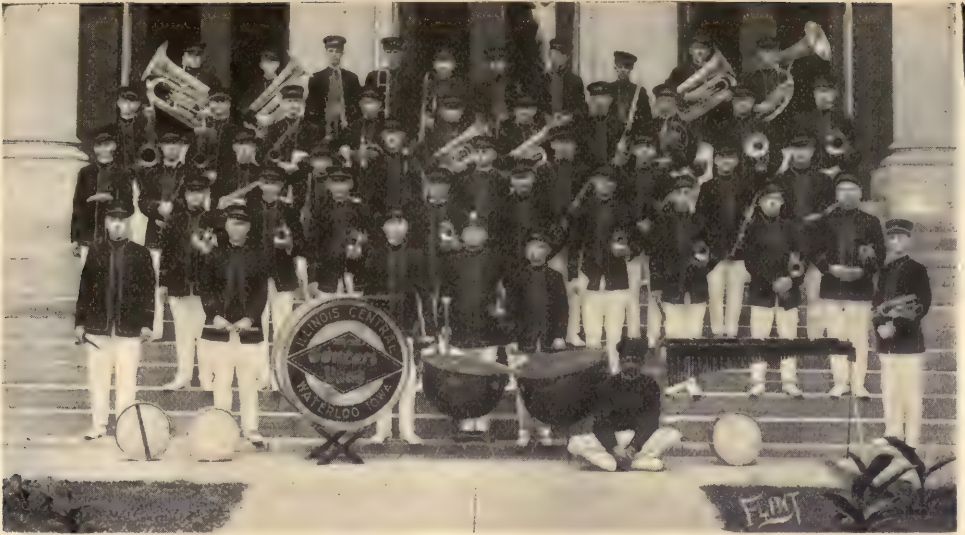
Lieut. Earl Campbell, flying for the Miller-Scales Aero Company of Waterloo made flights during the day in a monster war plane doing stunts and carrying passengers, at times flying so low over the park grounds as to nearly touch the shade trees.

An athletic show was staged in the afternoon, the main attraction being a five round boxing contest between "Spider" Kurth, featherweight champion of Iowa and Kid O'Connor, "Spider" winning on points. Young Ferger won in four rounds from Lloyd Wagner on points. These two matches proved very interesting.

"Whistling" Rufus, a vaudeville artist with a harp guitar about the size of a three year old rhinoceros, gave his stunt during the afternoon and evening to appreciative audiences.

Sherrills popular orchestra was engaged for the afternoon and evening and furnished music for the dancing which was held in the spacious dining room and veranda of Elk Run Inn.

Railroad employes from outside points registered at the candy booth and although many who had planned



ILLINOIS CENTRAL BAND, WATERLOO, IOWA.

on coming were deterred on account of the heavy early morning rain, about two hundred names were entered on the register, the majority coming from Rockford, Galena, Dubuque, Cedar Rapids, Cedar Falls, Fort Dodge, Cherokee, Council Bluffs and Omaha. An interesting coincidence in connection with the registration showed two names from the extreme points of the Illinois Central System, one man having registered from New Orleans and one from Omaha.

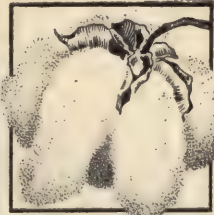
Many officials were present from the Minnesota and Iowa Divisions.

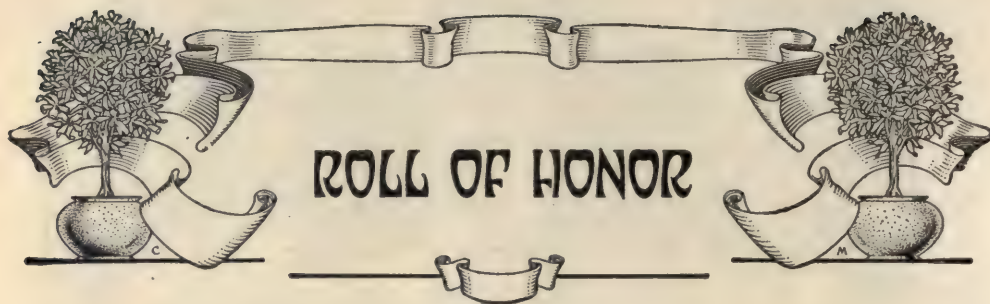
The proceeds of the picnic will go into the band association treasury for the support of the band for the bal-

ance of the year. The concert band, which was a year old on August 9, now numbers 52 pieces, a picture of the organization appearing in this issue of the magazine.

It is the intention to make the picnic for employes in Waterloo an annual event.

Due thanks is given to officials on the Iowa and Minnesota Division, and to Mr. W. S. Williams, General Superintendent Western Lines for generous co-operation in the matter of publicity, transportation and leaves for out of town employes and for loan of passenger equipment to the Waterloo, Cedar Falls and Northern Railway to take care of the big crowd.





ROLL OF HONOR

Name	Occupation	Where employed	Yrs. of Serv- ice	Date of Retire- ment
William D. Davis	Section Laborer.....	Seymour, Ill.,	28	2—28—19
Frank Sneed (Col.).....	Laborer	Jackson, Tenn.,	18	2—28—19
Wash Cox (Col.).....	Eng. Cleaner For'm'n	Memphis, Tenn., ..	28	4—30—19
John S. Sullivan	Engineman	Chicago, Ill.,	29	5—31—19
Thomas Mercer	Engineman	Fulton, Ky.,	35	5—31—19
Aaron Delap	Car Repairer	Jackson, Tenn.,	38	7—31—19
John Noonan	Switchman	Louisville, Ky.,	32	7—31—19
George M. Walden	Section Laborer.....	Hudson, Ill.,	25	5—31—19
William Meagher	Crossing Flagman	Chicago, Ill.,	22	7—31—19
Robert J. Glaw	Switch Foreman	Waterloo, Ia.,	28	7—31—19

HENRY RIPPBERGER

HENRY RIPPBERGER, who has been employed as car repairer at Freeport, was placed on Honor Roll as pensioner June 1, 1919. He entered the service as car repairer and inspector February 14, 1886, and has been in continuous service since that time at Freeport and Wallace. He was born May 13, 1855.

Mr. Rippberger's three sons followed the same occupation as their father, all working in the car department of the Illinois Central at Freeport and Wallace yards. The eldest son, Oscar, left the service of the Illinois Central in September, 1917, just after war was declared. He enlisted in the U. S. Army and was killed in action July 25, 1918.



HENRY RIPPBERGER.

The First Annual Meeting of The Employees of The Memphis Revising Bureau of The Office of Auditor Freight Receipts, 601-6 Grand Central Station, Held July 26, 1919, at Trezevant Ave. Pavilion, Overton Park

Program of the Day.

Ladies have lunch for self and escort and meet at office at 3:15 p. m. Leave office in auto trucks promptly at 3:30 p. m. Arrive at park 4:00 p. m. Assemble at Pavilion and get acquainted.

—o—

1. (4:00 p. m.) Mr. R. Y. DuQuesnay, chief clerk, address and announcement of program.

2. Race—"The Derby"—50 yard dash.

Contestants:

W. S. Scott

C. I. Fuchs

P. D. Marable

Prize.

3. Relay race between the Y. & I. Prize contestants:

Y's—Peeler, Kain, Bloodworth, K. Simpkins, Anderson, Marable, Scott, Gatewood, Tidwell, Zano, Jones.

I's—Stites, Holland, Parker, Medearis, Barry, Fuchs, Huhner, Peterson, DuQuesnay, Nunnally, T. Simpkins.

4. Cracker eating contest. Everybody eligible. Prize.

5. Watermelon feast.

6. Race—100-yard dash. Prize con-

testants: Holland, Huhner, Barry, Gatewood, Peeler, Tidwell.

7. Running broad jump. Prize contestants: Holland, Peterson, Stites, Gatewood, Peeler, Bloodworth, K. Simpkins, Huhner.

8. Human wheelbarrows—10 yards. Prize contestants: Huhner, Gatewood, Peeler, T. Simpkins, Stites, K. Simpkins.

9. Ladies' race—30 yards. All ladies eligible. Prize.

10. Potato race—10 yards. All ladies eligible. Prize.

11. Boxing contest. Fliver Scott v. A MAN. Prize.

12. Pair off by couples in groupes. Ladies serve lunches. Soft drinks will be furnished by committee.

At Bureaudom.

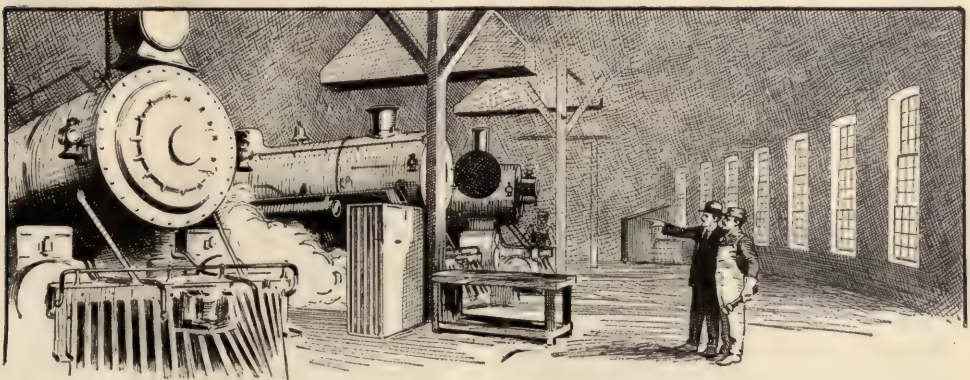
13. Reading—Miss Renstrum.

14. Vocal solo—Miss Giddens, orchestra accomp.

15. Vocal solo—Mrs. Medearis, orchestra accomp.

16. Vocal solo—Miss Lanita Carter, orchestra accomp.

17. Dancing, 8:00 to 11:30 p. m.



Meritorious Service

CHICAGO TERMINAL

Ticket Agent Leon Golden, Homewood, Ill., has been commended for discovering brake rigging dragging under Erie 106245, August 7, extra 1614, passing Homewood. Same was reported to Flossmoor, and train stopped while train crew removed rigging. This action undoubtedly prevented possible accident.

Switchman M. D. Callahan, Randolph Street, has been commended for assistance rendered a lady patron, July 30, at Randolph Street, thereby preventing possible serious personal injury.

Mr. E. H. Kimmey, has been commended for discovering elevated platform at 22nd Street on fire, August 1, and action taken in flagging train. Fire was extinguished, thereby preventing possible loss.

Agent J. J. Powers, Riverdale, and Clerk Herman Conrad, Riverdale, have been commended for discovering fire in right-of-way fence south of Riverdale Station, July 26, and action taken in extinguishing same, with the result that the fence was very slightly damaged.

Mr. J. D. Cohnmillen, engine 143, August 16, has been commended for discovering and extinguishing fire northbound suburban station at 36th Street, thereby saving property from loss.

During July Gatekeeper Catherine Dolan lifted employe's suburban pass on account of being in improper hands and passenger purchased other transportation.

Conductor S. E. Granger on train No. 386, June 30, lifted twenty-five ride employe's ticket on account of being in improper hands. Passenger refused to pay fare and was required to leave the train.

Flagman G. Marsh on train No. 153, July 14, lifted employe's suburban pass on account of having been altered and collected cash fare.

Flagman W. P. LaGuess on train No. 530, July 27, lifted employe's suburban pass on account of being in improper hands and collected cash fare.

ILLINOIS DIVISION

Conductor E. M. Winslow, Chicago, has been commended for discovering and reporting rail broken, west rail, northbound main track north of first road crossing south of depot at Rantoul. Dispatcher arranged to detour trains and have track repaired, thereby preventing possible accident.

Foreman T. McGuire, Clinton, Ill., has been commended for discovering a hot box on train No. 4, which was passing. July 31, and

notifying trainmen, who stopped train at Chebanse for necessary attention, thereby preventing possible accident.

Conductor D. S. Wiegel on train No. 34, July 10, declined to honor trip pass on account of having expired and collected cash fare.

Conductor H. B. Jacks on train No. 23, July 11, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

SPRINGFIELD DIVISION

Conductor H. Burkhardt, Springfield, Ill., train No. 595, July 29, has been commended for discovering broken rail in elevator track at Divernon. Same was reported to the agent at Divernon, in order that other trains could be notified, and broken rail replaced. This action undoubtedly prevented possible accident.

Section Foreman E. P. Davis, Farmersville, Ill., has been commended for discovering and reporting brake beam down on I. C. 11035, train No. 596, passing north of Farmersville. Train was stopped and brake beam removed, thereby preventing possible accident.

Engineer J. F. Hamilton, Clinton, Ill., has been commended for running and firing train No. 54, July 13, from Mt. Pulaski to Clinton, when regular fireman was taken sick, thereby avoiding seriously delay to high class train.

Brakeman A. E. Johnson and Fireman B. I. Wilson, Rantoul, Ill., have been commended for discovering and extinguishing fire on waylands near stock pens at Alvin, July 25, thereby preventing serious loss.

Conductor F. J. Lordan, Engineer James Grady, Fireman H. M. McGleson, Brakeman H. Tweedy, and Brakeman R. M. Cox train No. 892, have been commended for discovering and extinguishing fire west of Thomas, July 26, thereby preventing considerable loss.

Switchman S. O. Wagener, Pana, Ill., has been commended for discovering I. C. 91542, July 17, Pana Yard, with broken flange. Necessary action was taken to prevent accident.

INDIANA DIVISION

Operator L. A. Richards has been commended for discovering brake beam down in train No. 352, July 23. Necessary action was taken to prevent possible accident.

WISCONSIN DIVISION

Conductor R. C. Cain has been commended for his action while in charge of North

bound freight train, when discovering three passengers riding in car billed as household goods and stock, and after investigating and finding car contained no live stock discharged the passengers instructing them to travel on passenger train, also notifying Conductor on passenger train who collected through fare from Greenville, Miss., to Dubuque, Ia.

Conductor W. Bose has been commended for discovering broken rail and promptly notifying Section Foreman, in order that repairs could be made, thereby preventing possible accident.

Conductor Wm. Kobolt has been commended for discovery of bent axle in car in his train and having car set out, removing hazard of accident.

Conductor H. E. Drury has been commended for discovering cap of unloading valve coming off on tank car in his train, and giving same necessary attention, thereby averting claim for loss.

Brakeman B. R. Crockett has been commended for discovering car in train with

trucks off center and having car set out of train, in order that repairs could be made, thereby preventing possible accident.

TENNESSEE DIVISION

Conductor W. B. Straub, Paduach, Ky., has been commended for action taken in securing train orders while at Krebs, Ky., the night of July 11, thereby preventing delay to north bound trains.

Conductor J. W. Sawyer, Jackson, Tenn., has been commended for discovering broken angle bar and open joint in northbound track in Wickliffe Cut, July 31, and reporting same to Section Foreman in order that repairs could be made. This action undoubtedly prevented possible accident.

LOUISIANA DIVISION

Conductor L. E. Barnes on train No. 33, July 20, lifted thirty-trip family ticket account being in improper hands and collected cash fare.

Valuable Information for Transportation Officials From The General Superintendent of Transportation

Telegram

Chicago, August 25, 1919.

General Superintendents,
Superintendents:

Average miles per car day August, including 17th, 35. Compare last month increase 2.27 last year decrease 6.81. Cars awaiting movement at terminals have decreased 23 per cent as follows: Northern 33, Western 9, Southern 10, Valley 40. By increasing car efficiency equal to last year we will make available for loading approximately 939 more cars per day which would produce increased earnings at rate of one and one-half million dollars per month.

J. F. Porterfield.

Chicago, August 25, 1919.

Superintendents:

	19 days August		PERCENT	
	1919	1918	Increase	Decrease
Coal loaded	17803	25062		29.
Coal car days.....	459940	439454		1.5
Av. days per load..	25	17	47.	

Coal Car Days Per Load Coal

Had we obtained a load of coal for every 17 coal car days—last year's efficiency—we could have supplied cars for 8,427 additional loads of coal.

J. F. Porterfield.

General superintendent transportation.

The Illinois Central Suburban Service During The Street Car Tie-up Highly Complimented

Supt. of Terminals,
Illinois Central Railway Co.,
Twelfth Street Station, Chicago.

My dear sir:

I want to express my admiration of the superb way in which the Randolph Street Station has been handled during the last week.

It is marvelous to me that you have handled successfully as many trains as you have put through that station. It is one of the prettiest pieces of rail-roading that I have ever seen done, and the man who has charge of that service is certainly entitled to a distinguished service medal.

Sincerely yours,

(Signed) Percival Brooks Coffin.

I. C. HANDLES BIG CROWDS SAFELY

Strike Marooned Thousands. Flock to Steam Roads. Return to Days of Commutation Tickets Hailed with Delight. Many Back to Stay

"We can abuse the Illinois Central until we're blue in the face in the heat of a political campaign, but when the street car men go on strike believe me, the old I. C. is a pretty fine transportation system," boomed a loud-voiced enthusiast, as he mopped his brow on Tuesday morning.

He had "hot footed" it from Eberhart avenue and every step of the way was wondering whether he would be able to get through an imagined jam on the platform. What was his relief on arriving at the Grand Crossing station to find that the road was keeping up about six-minute headway, and that in about three minutes the next train would arrive to carry him in safely to his destination at Van Buren street.

Out in Seventy-fifth street, as at Ninety-third street, and all along the line, people were fighting for places in "jit-

neys," or were giving up the effort to get anywhere in disgust, but the suburban service of the I. C. was on the job and it sure did handle the crowds.

"This is a time when we see one of the advantages of living within convenient distance of a dependable suburban road," said a Seventy-fifth street business man, "and," he added, "while I am sorry for those who are not so fortunately situated as ourselves, still we must remember with some satisfaction that there is nowhere else in Chicago a transportation service to compare with that we enjoy. It is also pleasant to contemplate that when the proposed electrified service is in effect we shall have for our people the most modern system of rapid transportation in the whole world."

From Parkside to Burnside, at all the stations along the road, was heard comment of the same character and for once the I. C. was receiving kind words, instead of the chorus of "kicks" that was the customary thing a few years ago.

The Lake Shore and the Pennsylvania roads carried a large number of additional passengers, but the suburban service of those two roads has been so greatly curtailed during the years since the changes put into effect on account of track elevation that the public has abandoned, in large measure, the use of those roads.

Grand Crossing and the people of neighboring communities have never forgiven those two roads for cutting them out of their schedules when the track elevation work was completed. The Seventy-first street station, however, handled large numbers of passengers.

In the Illinois Central stations there was no confusion or congestion, such as might have been expected under the circumstances, when several thousand additional passengers are suddenly thrown upon the system. It demon-

strated the value and efficiency of the service departments in a most striking manner.

"How do you do it?" was the question put to Mr. Bristol, chief claim agent in his office in the Illinois Central building, in Dorchester Avenue on Wednesday morning.

Mr. Bristol pointed to the right of way stretching north from his office window on the eighth floor, from which vantage point three northbound trains were in view.

"We are simply living up to Illinois Central traditions," was Mr. Bristol's answer, with some pride in his voice. "There they go," he said, "and in comfort and safety. We have never had a fatal accident on a suburban train of the road in all the years we have been operating and in all the millions of people we have carried. 'Safety First' is a real live slogan with the Illinois Central organization; every employe lives it every working hour of the day, and, also, they live the theory that the public is always right so there are no disputes with our patrons, and everything moves along smoothly, no matter what the crush.

Mr. Bristol assigned 24 men of his staff to fill emergency posts in the handling of the crowds, and he said: "I tell you it makes a fellow feel good to see the way those boys measure up; to see them come in from their vacation trips and volunteer their services. We are getting the people down to office or shop on time, and more than all else, we are carrying them with just as much care as in normal times. Get that last," he repeated with emphasis, "with just as much care as in normal times."

The road was ready when the crowds

began to arrive at the station on Tuesday morning, worried, many of them, about whether they would be able to get transportation in the crush, to find trains leaving about every four minutes in both directions.

Superintendent Carmichael of the service department made frequent trips of inspection over the system and watching the crowds sweeping through aisles to the Sixty-third street platform on Thursday morning, he looked perfectly happy and satisfied. "The organization is making good," he said, "and that's the thing that counts."

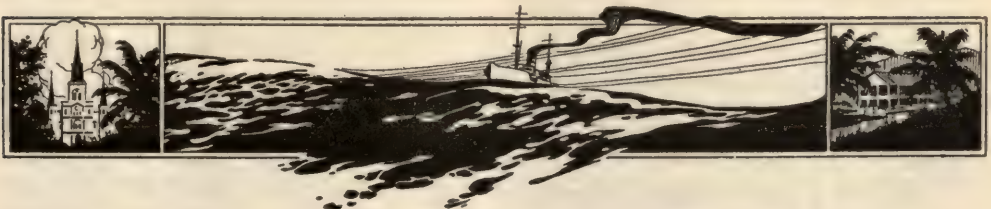
Every switch engine that could be spared was pressed into service, and every coach that was available was turned over to the suburban system and the crowds seemed to flow through the wickets to the train platforms without the least confusion or delay.

The regular traffic was more than doubled, but it was handled without any apparent difficulty.

At the stations along the south shore branch the story was the same. The trains came through in a steady stream, and while no schedule was attempted anywhere on the suburban system, the trains were so frequent that there was no delay.

The "jitneys" did a thriving business but there was a steady boosting of fares that caused some complaint. Finally the 25-cent standard was reached for a ride to Van Buren street, but a half a dollar was the regular rate, when the passenger secured a seat.

Many of those who returned to "commuter joys" after getting the surface or elevated car habit are back to stay, in the opinion of railroad men.



Shoes

DON'T get excited about shoe costs.

The press notices to the effect that "\$25.00 and up" shoes are in sight, is largely a myth. There always have been \$25.00 shoes, and about one person in one hundred thousand would pay this price. There always have been \$10.00 and \$15.00 shoes, and certain numbers of people would buy these shoes—possibly because they "matched a dress," or for some other equally important (?) reason.

There always have been shoes known as "Goodyear Welts" for dress-up and street wear, retailing from \$3.00 to \$10.00, for the past ten years. E. J. Goodyear Welts, retailing at \$3.00 to \$5.00 before the War, now retail at \$6.00 to \$8.00, showing an advance in the retail price of \$2.50 to \$3.00 per pair.

These shoes interest men and women who like to dress well and have good looking shoes, and can afford it.

There always have been work shoes—\$2.50 to \$4.00—for hard work. There always have been boys' and girls' shoes at similar prices. E. J. work shoes, before the War, retailed at \$2.50 to \$4.00. During the War the same shoe sold from \$3.50 to \$5.00; and since the War, \$4.00 to \$6.00. The "extreme advance" on the *retail price* of E. J. work shoes, in six years, averages about \$2.00 a pair. In the same time, boys' good, strong, serviceable shoes have advanced from \$2.00 and \$3.00 to \$3.50 and \$4.50. We are talking now about *good* shoes—not "Cinderella slippers," but strong shoes for strong boys and girls and hard-working men.

Now, these are the facts about the E. J. shoes; and it looks different from the fiction which is being so largely handed around the country, about "\$25.00 shoes."

The above quoted prices, showing advances which have been necessary in our

shoes, due to increasing costs (which everybody is thoroughly familiar with) of hides, leather, materials and labor—are intended to apply on what we know as "staples"—the shoes which the workers and their families buy, and always have bought. These are the kind of shoes, and the prices, which interest the worker and his family.

The \$25.00 man is a lonesome individual. There isn't many of him; and as we make 75,000 pair of shoes a day, we would soon supply such people with their footwear, and then we would have to quit business, or make shoes for the "average man" and his family, who comprise the largest percentage of our population. In other words, for the "exclusive" man or woman, who wants to pay, and insists upon paying, fancy prices, we haven't any particular use. It does not make any difference what he pays for shoes.

Don't be talked into paying any fancy or ridiculous prices for your footwear. Advances there are, and advances there will be, legitimate and necessary; but nothing like the extravagant statements frequently made, about "\$25.00 shoes," need give you a moment's concern.

And now a word of advice. Don't speculate in shoes. Don't buy any more than you need. Meaning, don't *hoard* shoes, as some people are doing. The chances are, if you buy a pair of shoes suited for your needs, and take good care of them, and have them repaired when they need repairing—keep them well half-soled and well heeled—you can save a lot of money on your footwear, if you follow this advice.

This is intended to give you a plain statement of fact, about shoes, in contradiction to the wild and extravagant rumors so persistently published throughout the country.

Your Shoemaker Friends,
Endicott Johnson and Workers.

Division News

CHICAGO TERMINAL

Local Freight Office South Water Street Executive Department

Mr. T. N. Sublett, the fisherman was fishing on the eve of August 14th and claims he had quite a lucky catch. We would like to know where he does all his fishing.

Mr. Clark left for his vacation on July 8th, spending his time at Yellowstone National Park and the Coast Cities. He claims it was not very dry at the Park as there was water spouting every few minutes.

On July 22nd, Miss Frances Prendergast was not at her desk. Not to be inquisitive, but, we wonder why?

George spent his vacation at Colorado Springs, he left July 25th and returned August 6th. We believe he missed a time of his life not being in Chicago during our street car strike.

Prescott N. Bulley spent his vacation in Chicago and claims he had a good time. How do they do it?

Outfreight Department

Have you heard about the whale Dave Lunebach and Phil Roth caught while on their vacation in Northern Wisconsin?

Xavier Gadbois and Ed. Kelley have returned from oversea service and we surely are pleased to have them with us again.

Mr. Wallace, together with Messrs. Heffron and Malone took a little ride to Denver and Colorado Springs during their vacation and naturally had a very pleasant time.

TERMINAL FREIGHT AGENT'S OFFICE, FORDHAM YARD

During the past few weeks the following clerks have either enjoyed or are partaking of their vacations at points as shown directly opposite their names: A. Frantz, chief clerk, Ludington, Mich.; R. W. Kinne, assistant chief clerk, Valparaiso, Ind.; Rose Benjamin, interchange clerk, Indianapolis, Ind.; Lucile Curley, stenographer, Nashville, Tenn.; Katherine Rupp, car record clerk, Colorado Springs, Colo.; Minnie Harris, abstract clerk, Colorado Springs, Colo.; John Flanigan, yard clerk, White River, Ontario, Can.; Joseph Flanigan, yard clerk, White River, Ontario, Can.; William Watt, train desk clerk, Dunnierville, Mich.; Lawrence McGarry, rate clerk, North Bay, Ontario, Can.; Geo. Smith, rate clerk, Woodlawn, Ill.; Thos. Shea, yard clerk, Mattoon, Ill.

Cordie Beaman, yard clerk has been promoted to night abstract clerk, while S. Stewart, yard clerk, has been transferred from the inbound yard at the south end, to the outbound yard at the north end, nights.

Joel Swanson, yard clerk, is again back in the service, and has been assigned to position vacated by S. Stewart, yard clerk.

Francis Traenick, recently discharged from the service of the U. S. Army, is again back in the service, and at present is filling the position as night perishable inspector while E. Mackey is in the hospital.

E. H. Hohnhaus, disposition clerk, who left the service last January, on account of ill health, is still at Valmora, New Mexico. Letters recently received indicate that he is getting along quite favorably, and his expectations are that we may look forward to his home-coming in the near future.

We are ever on the alert to eliminate claim causes. Are you doing your bit?

I. C. R. R. BALL PLAYERS TAKE NOTICE.

On Sunday, August 23, 1919, the Burnside Shops Locomotive Department ball team defeated Waterloo shops by a score of 10 to 2, game being played at Waterloo, Iowa. The Burnside Shop team is a very promising one, being composed of strong arm men from boiler, machine and blacksmith shops and believe me, boys, they know how to play the game.

They are managed by F. Probert, a level headed man from the boiler department, and are open to all comers.

Address Frank Probert, 10549 Edbrooke Ave., Chicago, or Burnside Shops, I. C. R. R.

SPRINGFIELD DIVISION

Mr. U. G. Durant, traveling auditor from Decatur, was in Clinton, Wednesday, July 30.

Mr. G. E. Dunlop of Chicago made a business trip to Clinton, July 30.

Miss Elsie Vollrath enjoyed a week's vacation visiting at Metropolis and St. Louis.

Misses Geraldine Reynolds and Edna Burke recently spent Sunday in Vandalia, the guests of Miss Julia Coffey.

Mr. Henry Peters of Champaign made a business trip to Clinton, August 4th.

Miss Jennie Gleadall has returned to work after being absent for a few days on account of illness.

Miss Clara Hoyt enjoyed a week's vacation, visiting Niagara Falls and several other interesting points in the east. Clara reports having a mighty fine trip.

Claire Grav has accepted the position as office boy in Superintendent Shaw's office, relieving Freeman Skinner who has been promoted to assistant accountant.

W. E. Allison, agent at Vandalia, is taking a vacation.

Miss Nora Banks, night ticket agent at Clinton, and her father, L. D. Banks, have returned from a visit in Michigan.

James Elward, timekeeper, has returned to work after a vacation spent in Denver, Colo., and other western points.

Road Department

Mr. W. J. Apperson of the Wisconsin Division, has been appointed assistant engineer on this division, vice Mr. P. H. Croft, who was transferred to the Tennessee Division, and will be located at Fulton, Ky.

Mr. Wm. Sylvester, clerk in the supervisor of B. & B.'s office, gave his friends quite a surprise a few days ago, when he slipped quietly away to Champaign and was married to Mrs. J. Abrell of this city. Mr. Sylvester found his desk and chair well decorated for the occasion on his return to work.

Mr. John J. Phillips, chief clerk to Roadmaster Russell, spent the week end at his home in Pana, Ill.

Mr. F. E. Wilson has resumed his former duties as section foreman in the North yards, after two years' of army service, spending most of his time in France.

Mrs. Martin Doyle and daughter, Irene, wife and daughter of Supervisor M. Doyle, left this week on a trip to Niagara Falls, Washington and New York.

Mr. Wm. Draper and Mr. H. D. Harp have accepted positions as assistant accountants in the new valuation work, working under the directions of Mr. Clyde R. Edmiston.

Mrs. P. Cheek, daughter Alice and son Carl, family of Supervisor P. Cheek of Springfield, left this week on a trip through the east. They will first stop at Niagara Falls, and will also visit in New York.

Mr. John J. Kobel, B. & B. foreman, is spending his vacation at Detroit, Mich.

Clinton, Ill.

Conductor J. C. Walraven has marked up after sixteen months' service in A. E. F. We are all glad to see Click back again.

Conductor Wm. A. Knight and family together with Brakeman I. M. Maines and family have just returned from a very pleasant two weeks' outing spent at Matanza Beach at Havana. Bill says it seemed awful hot and dry and only for the river running by the town a person could not get wet there. The fish bit just as good, but the moss and other fish food crop was short, so the ones he caught were stunted as compared with those of past years.

Conductors A. F. Clause and J. R. McAboy have recently reported for work after an outing at Quiver Beach spent in fishing and sight seeing. Art says he was using the wrong kind of bate and passed the word to novice fishermen that it is necessary to observe the bass diet and then use the same

for bait if you want to catch bass. Art and Roy both acted like they had just come from a funeral rather than a pleasure trip. They both said there was nothing wrong with the bathing suits worn by the ladies, but what is the matter, I wonder, with Havana's beaches this season, anyway.

Conductor V. E. Daniels, wife and daughter Doynne, have returned from a six weeks' visit with relatives and friends in Iowa. They report a very enjoyable trip.

Brakeman E. E. Newlun, who has been visiting relatives in Pine Grove, Colo., for the past month, has returned to Clinton and reported for duty.

Switchman Ewing Thomas, who has been in army service for some time, has returned to his home and intends to mark up within a short time.

Clinton Shops

C. L. Zaneis, traveling engineer, is looking after company business in Chicago.

James Fitzgerald, boilermaker who was injured, is receiving treatment in the I. C. Chicago hospital.

Quite a number of employes are planning to attend the State Fair in Springfield.

F. J. Holsinger, general foreman and his family, have returned from a trip through Indiana.

Charles Walton has returned from overseas duty, and resumed work as a machinist.

James Smith, who has been receiving treatment in the I. C. Chicago Hospital recently, is home for a few days. He will return to the hospital for further treatment.

H. L. Needham, master mechanic, made a business trip to Springfield recently.

Clyde L. Day, time keeper, is taking his annual vacation, and with his family will visit relatives in Pennsylvania. Mr. A. E. Jordan is filling his place.

Mrs. Clarence May has resumed her work as stenographer in the master mechanic's office, after a honeymoon trip in Colorado. She has invited the office force down to eat rice pudding.

W. A. Skinner, division storekeeper, is taking his annual vacation.

Madeline Bradley, clerk, and Esther Jones, stenographer, in the storekeeper's office, spent the week end in Vandalia, visiting at the home of Miss Bradley.

Ella Hickman, invoice clerk in the storekeeper's office, spent the week end in Jacksonville, visiting friends.

The office forces in the master mechanic's office and division storekeeper's office were given a half day to attend the DeWitt County Fair and races. The afternoon was greatly enjoyed by the clerks and was highly appreciated.

Mr. A. E. Walters, assistant division storekeeper, with his family have returned from Indiana where they visited relatives.

INDIANA DIVISION

Superintendent H. J. Roth is spending a vacation in Portland, Ore.

N. J. Brooks, who for the past ten years has been chief clerk to superintendent Indiana Division, has resigned from the service and it is his intention to take a much needed rest. He will leave within a few days for a trip to Texas and points in the West. He has been succeeded by R. G. Miller, who was formerly assistant chief clerk at Carbondale, Ill.

Assistant Chief Clerk Earl McFadden was on the sick list a couple days this month.

Miss Essie Reams of superintendent's office has returned from a month's trip in Colorado.

Miss Helen Lee Brooks of superintendent's office is taking a two weeks' vacation.

H. S. Symon, chief clerk to general superintendent, Chicago, favored us with a visit Sunday, July 27th.

An additional force has been put on in the accounting department to get out back data for Circular 101. To date four men have been assigned to that work and are performing their duties in a coach which has been placed opposite the accounting office.

Harry Seibert is a new clerk in chief dispatcher's office, having relieved Maring Crane, who went into accounting work.

Special Agent T. J. Cronin has been ill the last couple weeks, and has gone East to recuperate.

The watermelon season has arrived, as evidenced by the several fine big ones received at division office. We sure enjoyed 'em!

M. B. Davis is the new instrument man in M. of W. department. Mr. Davis was formerly assistant engineer in Chicago office, coming to Mattoon when a returned soldier relieved him in Chicago office.

Chief clerk R. G. Miller had a "watermelon party" at his home the evening of August 20th, at which the immediate members of the superintendent's office force were present, and everyone had an awfully good time. Lots of good dancing between watermelon "eats!"

Miss Lucille Yount of road master's office and Miss Harriet Bledsoe of master mechanic's office, are leaving shortly for a trip through the East, including New York, Niagara Falls, etc. Mr. J. W. Bledsoe, dispatcher, will accompany them on the going trip, but will return before the completion of their trip.

Miss Flora Adrian has returned from a vacation spent in the West.

Water Ballard, M. C. B. clerk at Mattoon shops has just returned from his usual vacation and reports getting a good rest and having a good time.

L. S. Jobe, clerk in master mechanic's office at Mattoon, is now spending his vacation with friends and relatives in Northern Michigan and southern parts of Canada.



Fall and Winter Models

are now on display

Coats, Suits, Dresses and Gowns

COTTONS

Ready-to-Wear

1323 East 63rd St.,
One Block from I. C. Offices

Chicago

M. A. Smith is the new night roundhouse foreman at Indianapolis, being transferred from similar position at Mattoon.

WISCONSIN DIVISION

Geo. Tree, who has been in military service the past two years, has returned to his position in the accounting department. He with three other clerks, who have been recently employed, are working up information in connection with Circular No. 101, Accounting Department.

Loss and Damage Agent Mr. Reedy is just completing check of stations on Wisconsin Division.

Office hours, Division offices at Freeport have been changed to 8 a. m. to 12 noon, 1:30 p. m. to 5:30 p. m., allowing one and a half hours at noon, which is appreciated by the majority of the clerks.

Leasing of right of way to outsiders on the Wisconsin Division is quite common, but the banner lease of all on the Division is the one granted at Wenona, the lessee having just completed cutting grain on this ground, and the yield was two carloads of wheat which naturally enough was shipped from Wenona via the Illinois Central.

It is reported to the office that Section Foreman James Kiley, the pioneer of the Dodgeville District is to take a vacation dur-

ing August. We will say it is a vacation well earned.

Examination of employes on new Transportation Department rules, which become effective September 1st is in full swing. Trainmasters Flanagan and Rough are making good headway and will have all employes, who are to be examined, furnished with certificates by September 1st.

Frances Manion, stenographer in roadmaster's office, is spending her vacation at Cheyenne, Wyo.

New yard facilities at Amboy, Ill., were put into operation August 9th. New yard to be known as South yard for south bound loading. Old yard to be known as North for north bound loading.

While Line Bridge Inspection J. R. Morphey, while inspecting bridges at Coleman last week discovered bent axle on passing train, promptly signaled train crew to stop and car was set out for repairs.

A very interesting and educational fuel meeting was held in Division Offices at Freeport at 8:00 p. m. August 5th. Superintendent Digman presided and meeting was addressed by Mr. B. J. Feeney, Supervisor of the Fuel Conservation Section, United States Railroad Administration. Mr. Feeney, in his address to the 115 employes who attended the meeting gave facts relative to the amount of fuel consumed by the railroads in this country and also in regard to the method that could be adopted to conserve fuel that were of

great benefit to all who attended the meeting. Mr. Feeney stated that every employe on the railroad was interested in one way or another in the conservation of fuel, and it was his intention to explain to employes of the different departments how the fuel could be conserved. This was done in a very comprehensive manner and undoubtedly the Division will benefit by the meeting. Mr. Dodge, transportation inspector, also addressed the meeting, urging every employe on the railroad to co-operate with a view of reducing the large amount of coal which is wasted every year on the Illinois Central Railroad. Mr. W. S. Williams, General Superintendent Western Lines, gave facts and figures concerning the amount of fuel consumed on the three Western Divisions, stated that while he was pleased with the showing made on the Western Lines, he felt that a still better showing could be made if the employes would become intensely interested in the subject.

Bloomington

Wm. Brown and family returned from a three weeks' visit, at Orleans, Mich. Mr. Brown reports crops in poor condition because of the hot weather and no rain.

Miss Elenor Moore has returned from a week's visit with friends in Michigan.

Wm. Lasher, who has been in army service the past two years, the greater portion of which was overseas, has returned to his posi-

We Have the Exclusive Sale in Freeport
—of—

Printzess
COATS AND SUITS

The Height of Style and Value

The woman who wears a Printzess garment is always well dressed. They are the last word in Paris style — thoroughly distinctive in every way. Won't you write us for a catalogue, or better still, come into our store and look them over?

Freeport's Metropolitan Store

STUKENBERG & BORCHERS

119-121 Galena Street Freeport, Illinois

tion at this station. William was one of the first to volunteer after war was declared.

Miss Mill, clerk in the office, received telegram of the death of her sister who resides in Montana. Remains will be brought to Bloomington for burial. Miss Mill has the sympathy of the entire force.

Switchman Kerwin is off duty account injury. C. H. Sweeney is working in his place.

Mr. Jess Wakely of Mr. Rowe's office visited us while on his vacation.

Monroe Nolan, baggageman, has returned from a few days' visit with his mother at Cape Girardeau, Mo.

Stanley Howard, chief clerk at Rockford, was a caller at the office August 9th.

Walter Foslula, clerk, is taking a vacation for one week looking after the remodeling of a home which he recently purchased.

Master Mechanic's Office

Roy Hocking, formerly employed in mechanical department at Dodgeville, Wis., called at the office a few days ago on his way home on a furlough. Mr. Hocking enlisted in the early part of the war and was in some of the biggest battles. He was unfortunate in the loss of a limb, but is very cheerful in spite of all. He expects to be released from the hospital at Washington, D. C., about December.

Employees of the mechanical department extend their sympathy to Assistant Accountant M. G. Schaub in the loss of his father, who died at Freeport, August 12th.

Miss Esther Powell, clerk in master mechanic's office, is enjoying a few days' vacation, camping out.

Mr. Ole Lindrew was at Freeport with the fuel cars a short time ago. We were glad to see him back on his old job after his long illness.

The I. C. baseball team under the leadership of Ray Daughenbaugh is steadily climbing to the front in the City League and before the season is over expect to "Grab the Rag." The main feature of the game played last Sunday, August 10th, was the heavy "stick work" by Captain Daughenbaugh. As soon as the City League season closes in September, the team expects to be in shape to take other shop teams on the I. C. System.

Mrs. F. L. Rhynders, division storekeeper, will leave Saturday, August 16th, for Memphis to attend a meeting of division storekeepers.

KENTUCKY DIVISION

Miss Mabel Hoover, message operator, who has been very low with typhoid fever is improving nicely.

Switchman K. L. Martin and family are visiting in Detroit, Mich.

Mr. J. K. Johnson is in Louisville this week on business.

Dispatcher J. H. Eaker is taking his vacation. He motored through to Paris, Tenn., this week.

Agent Blades spent a few hours in Dawson, Wednesday.

Traveling Engineer Ryan spent a few hours with us last week.

Conductor H. Hill is taking a few days vacation.

Conductor M. J. Keirce has just returned from 10 days vacation.

Conductor P. C. Cunningham is quite sick with chills and fever.

Engineer L. J. Mornhinweg who was operated on about three weeks ago for appendicitis, is able to be out again.

Road Master J. F. McNamara and wife passed through Princeton last week enroute Evansville and Chicago.

Operator G. R. Newman and wife spent Saturday night and Sunday in Paducah.

H. W. Blades, Jr. and wife are spending a few weeks up in Michigan on the lakes.

G. C. Overby, second trick caller is back from a month's vacation at Hot Springs, Ark.

Mr. Richard Daniels and Ed Gilligan returned from New York, N. Y., where they spent their vacation.

Mr. Thomas Lynch, freight house foreman, spent a few days in Chicago recently. Mr. George Fisher, his assistant, acted as foreman during the absence of Mr. Lynch.

Mr. H. G. Schoenlaub visited Nolin, Ky., on his vacation.

Mr. J. M. Egan, general superintendent, and



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Your Eyes
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by applying
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*If your Eyes
Tire, Itch
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9 East Ohio Street, Chicago

Mr. T. E. Hill, superintendent, inspected the Louisville station on August 1st.

Mr. John and Raymond Higgins have returned from their vacation, having visited relatives in Nashville, Tenn.

Mr. William Heffernan, assistant claim clerk, recently returned from Chicago, Ill., where he visited relatives.

We had with us on August 2nd Mr. A. F. Schneider, traveling auditor, of Chicago, Ill.

Mr. Klinger Thomas of the accounting department is at his desk again after a few days' indisposition.

We had with us on August 2nd, Mr. A. F. Blaess, Engineer Maintenance of Way, Mr. E. L. Crugar, District Engineer Southern Lines, and Mr. P. Glynn, Roadmaster, who inspected Louisville facilities.

Miss Alive Alsmiller, of the billing department, left for Chicago, Ill., where she will spend her vacation.

Mr. J. H. Wilkerson, per diem clerk, is in Washington, D. C. He will also visit New York, N. Y., and New Haven, Conn., before returning to Louisville. Mr. Wilkerson is accompanied by his wife and daughter, Henrietta.

Miss Josephine Jecker in the accounting department returned from Dayton, Ohio a few days ago where she visited relatives.

Death of Our Beloved Messenger

Every member composing the force at 12th and Rowan Streets feels with keenest anguish the late dispensation of Divine Providence in removing from amongst us our much beloved messenger boy, William Martin Kyle, aged 17, and who resided with his parents at 613 North 25th Street.

The fatal event occurred on the morning of July 15th at 8:30 o'clock. While enroute on bicycle on his second run to Seventh Street Station he was run down by a heavily laden motor truck at the intersection of Main and 10th Streets. When picked up an instant later life was extinct, dissolution having been instantaneous, thus violently bringing to an abrupt termination here a splendid character, an efficient employe and one who possessed exceptional future possibilities, and it must be of immeasurable consolation to those whom he loved best to know that his services were truly appreciated and are gratefully remembered.

It is contrary to rational reasoning that death, a thing so necessary, so universal, could have been designed by Divine Providence for our unmaking, our separation long. It must serve but to open the gate of fame, free the bondsman here, putting his life's mortal task into another man's hand. Faith here serves to span the gulf of death and lights us through the dark to Deity.

He was in love with life and enraptured with the world, faithful and true to every trust reposed in him, and it is the humble,

child-like trust, shining out in the closing day of this youth of so firm a spirit, which most wins us as it sheds its light through the gathering shadows and bids us watch for a new dawn.

TENNESSEE DIVISION

Assistant Tonnage Clerk W. S. Craig, stole a march on his many friends, Saturday, July 9th, and took upon himself a wife. Old boy here's looking at you, you will remember I told you there was nothing in that "old saying," two could live as cheap as one. Congratulations anyway tho, experience is the best teacher. May your troubles all be little ones.

The many friends of General Foreman G. L. Rodenbaugh, Dyersburg, will regret to learn that he has been seriously ill, account blood poison, caused by injuries sustained to his hand. We hope for him a speedy recovery and to see him back on duty again soon.

Superintendent Hevron has recently returned from a two weeks' vacation on Lake Tomahawk, Wis., fishing. Of course, we don't doubt in the least the "Bosses" veracity, about catching "Bass and Pickerels," ranging in weight from 5 to 45 pounds, but the story does sound a little bit "fishy." Here's to you anyway tho, "Boss," we take our hat off to you and declare you the champion "Fisher-



WILLIAM MARTIN KYLE

man" of the season. The boss is a little tan but looks vigorous and ready for business. He says, however, he will intrench for about a year before launching another attack on the "Water Devils." By the way, "Cap," did you take a picture of those "Big Ones?"

Miss Blanche Workman, stenographer in superintendent's office, is back at work after having been absent from duty several days on account of illness.

Passenger Conductor J. M. Northcott is spending a two weeks' vacation in the "Golden West," visiting points of interest in California and Oregon.

Assistant Train Master J. O. Clapp, is enjoying a two weeks' vacation.

Ticket Agent L. S. Phillips, Fulton, is enjoying a months' vacation.

The many friends of Engineer Phil N. Jones, will regret to learn of his untimely death, which occurred near Arlington, Ky., August 7th, when he fell from his engine and was killed instantly. Mr. Jones was a brother of the famous "Casey Jones" and was himself one of the most popular engineers on the Tennessee Division, being a man of policy and social characteristics, endearing the love and friendship of every one whom he came in contact with. We extend to his heart broken wife our sincerest and heartfelt sympathy, in this, her darkest hour of bereavement.

Conductor George P. Gourley is spending two weeks' vacation in California and other points of interest in the "Golden West."

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Our Auto Mechanic Khaki Union Suit is unexcelled in Material, Design and Workmanship.

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Five Factories: Dallas and Fort Worth, Texas—
Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

W. C. Valentine statistician, superintendent's office, has recently returned from a very pleasant week's vacation with relatives in Jackson, Tenn.

We are glad to have in our midst J. L. Kermern, who has been transferred to Fulton as division auditor.

O. T. Howard, clerk to supervisor, Fulton, is on a leave of absence and has gone to Texas in interest of his wife's health, his position being filled by Booney Ryan.

Shirley Alverson has been appointed chief clerk to Train Masters, Fulton, succeeding J. I. Williams, promoted to position of Income Tax Clerk.

Robert O. Ford, "no kin to Henry," has recently received his honorable discharge from the army and accepted position as assistant file clerk, superintendent's office, Fulton.

Agent T. D. Clark, Fulton, is enjoying his annual vacation with relatives at Milan, Tenn.

Road Master Jack J. Deamond from McCombs was a very pleasant visitor the other day. Fulton is Jack's old stamping ground and his many friends were glad to see him

again. Come back some time Jack when you have longer to stay.

"Dan Cupid" is hovering low and constantly over the vicinity of division office and Madame Rumor has it, that the "arrow" is pointed toward the heart of an official.

Switchman Boots Shepherd, Flagman S. C. Douglass, Engineer Thos. Calder, Baggage-man G. E. Alverson, Electrician E. M. Burge, Machinist Ed. Heywood, Traveling Engineer J. W. Shepherd and Clerk R. C. Pickering attended ceremony of the Mystic Shrine in Louisville, August 16th.

H. S. Moulder, landscape gardener, has resumed work after having enjoyed a ten days' vacation up in Kentucky in the oil fields.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke—Cinder—Alkali Dust—Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.



"The Start" in 100-yard dash by our workers in athletic contest at Ideal Park, Endicott, N. Y. A PLAYGROUND FOR ALL THE PEOPLE—Everything Free. Everybody Welcome—Everywhere.

ENDICOTT JOHNSON CORPORATION

**Tanners and Shoemakers
For Workers and Their Children**

ENDICOTT

NEW YORK

UNITED STATES RAILROAD ADMINISTRATION
UNIVERSITY OF ILLINOIS
~~DIRECTOR~~ GENERAL OF RAILROADS

OCT 17 1919

ILLINOIS CENTRAL MAGAZINE



ILLINOIS COLLEGE OF PHOTOGRAPHY
EFFINGHAM ILL.

OCTOBER 1919

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Not only affords its depositors real security—it also has the Equipment, the Experience and the Willingness to give them Genuine Service.

OUR TRUST DEPARTMENT

is prepared to act in the following capacities

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THE CHESTER KNITTING MILLS

MANUFACTURERS of seamless hosiery offer exceptional opportunity to young ladies who wish to become skilled operatives in an important industry where the conditions are ideal and the employe is well paid.

This mill is a branch of the Chester Knitting Mills. Its other branch mills are located at Chester, Waterloo, Sparta, Pinckneyville and Collinsville, Illinois. The main office and finishing plant is at St. Louis, Mo.

This one industry alone offers sufficient inducement to families to locate in Effingham. Young women who are seeking employment in the industries will find this opportunity altogether satisfactory.

EFFINGHAM, ILLINOIS

Please mention this magazine when writing to advertisers.

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\$1⁵⁰ per year



W. ATWILL.

Mr. W. Atwill learned telegraphy at Rockford, Illinois Station, his first position being night operator there. Worked as train dispatcher on the Chicago & North Western, and on the Grand Trunk Railway, and returned to the service of this company in 1901, and has been successively trick dispatcher at Dubuque, Iowa, chief dispatcher at Cherokee, Ft. Dodge and Dubuque Iowa. Promoted to Trainmaster at Ft. Dodge, Iowa in 1907, transferred to the same position at Dubuque, Iowa, and in January, 1915, was made Superintendent of the Minnesota Division and transferred to the St. Louis Division as Superintendent April 1, 1917.

ILLINOIS CENTRAL Magazine

Vol. 8

OCTOBER, 1919

No. 4

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads

ILLINOIS CENTRAL RAILROAD
YAZOO & MISSISSIPPI VALLEY RAILROAD
CHICAGO, MEMPHIS & GULF RAILROAD

Chicago, September 25th, 1919.

TO ALL OFFICERS AND EMPLOYEES:

The last two weeks in October, beginning at midnight, October 18th, and ending at midnight, October 31st, have been set aside by the Director General of Railroads for the holding of the National Railroad Accident Prevention Drive. During this period an intensive campaign to prevent personal injury accidents will be conducted on all railroads under Federal control.

There will be a contest between the seven Regions of the Railroad Administration to make the best showing. Likewise there will be a contest between the various railroads.

I appeal to the officers and employees of the Illinois Central system to get ready immediately for the Great Drive. Let every one of us do our utmost to make the best record possible for Safety.

There should be a generous rivalry between the grand divisions of the system to make the best showing, and there should be the same character of rivalry between the divisions and the shop districts and all other units of the organization.

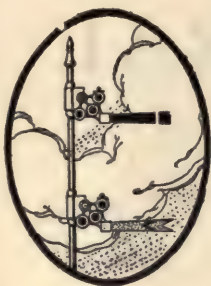
The test of personal injury accident prevention might properly be termed a test of efficiency, because the most efficient organizations will certainly have the fewest personal injury accidents. Safety is so broad in its scope that it takes in practically everything connected with the operation of the railroad. Therefore, the great Accident Prevention Drive will in a way constitute the acid test of the efficiency of every department and of every employee of the railroad. Let us therefore enter the contest with our eyes wide open as to just what it means.

I believe that the physical condition of the Illinois Central property will compare favorably with that of any other railroad in the country. I know that our personnel is as good as the best, so that our chances for high rank in the Safety Drive are excellent.

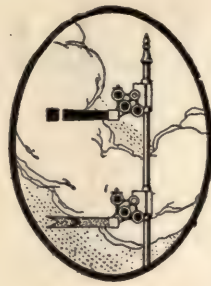
Let every officer and employee put himself upon his mettle for the duration of the great contest. Let us concentrate our minds upon Safety—think Safety, talk Safety, act Safety. If we do these things in the right spirit—with enthusiasm and determination—chance-taking will be dead on this railroad system and in its place we shall have established Safety methods which will live long after the Great Drive has ended, earning for the Illinois Central a name which the physical condition of the property and its personnel entitles it to—THE SAFEST AND BEST RAILROAD IN THIS COUNTRY.

Yours very truly,

C. M. KITTLE, Federal Manager.



SAFETY FIRST



NATIONAL
RAILROAD
ACCIDENT
PREVENTION
DRIVE

OCT. 18 TO OCT. 31, INCLUSIVE
ARE

YOU

READY
FOR

THE

START?

THINK

QUICK!

GET

BUSY

AND

LET'S

MAKE

IT

100%

Following Educational Letter From Mr. Geo. Bradshaw, Supervisor of Safety, Detroit Associated Railroads

Following educational letter from Detroit Associated Rail Roads:

A few days ago a train on a certain road running in a thick fog in the early morning was derailed and piled up in a creek account of the bridge having burned away during the night. The engineer, conductor and fireman were killed.

It is reported on what seems to be good authority that a farmer living nearby saw the bridge burning some hours before this train came along, but gave no alarm or notice to anyone and made no effort whatever to protect trains. It's hard to believe that such a man lives and our own regard for our fellow-man will not let us understand the workings of such a miserable creature's mind, yet must we not admit when we think it over carefully, that we ourselves are sometimes guilty in a less degree of the same indifference that this man showed?

While we would endure any risk or hardship to give warning if we knew a bridge was burned or washed away, we often see our fellow-employees taking chances of injury or death by some unsafe act or method of work and give him no warning whatever. If he should be killed by such unsafe course when a word from us would have saved him, are we not in a certain very real and direct sense responsible for his death? It won't do to try to justify ourselves by saying he should have known better any more than this farmer can justify himself by saying the men on the front end of that train should have known about the bridge. The principle is the same in either case, because by reason of our advantage or experience or general knowledge we see a danger to our fellow-man which he does not see and it's OUR DUTY—OUR MOST SACRED DUTY—to warn him.

Safety First

By Prot. H. H. Evans, Supt. Clinton Public Schools

For some years the teachers of the Clinton Public Schools have given instruction in the fundamental principles of Safety First. To assist in making this instruction more definite and also to bring this work to the attention of the parents, this circular will be issued from time to time. After it is used as a basis for discussion in the schools, the children will be requested to take it home.

The teachers and pupils of the schools appreciate the action of the officials of the City of Clinton in marking the school grounds as "Safety Zones." There are some drivers who continue to drive recklessly around the corners of school grounds. Almost running down a group

of children by turning a corner suddenly without any warning is imperiling the lives of the children.

Superintendent Shaw of the I. C. R. R. is an ardent supporter of the principles of Safety First. Superintendent Shaw and his officials will co-operate in every way possible in this campaign in the schools. Watch for the "Safety First Campaign" to be launched soon by the I. C. R. R.

The pupils and teachers in the schools are asked to compile Safety First Rules and suggestions for use in this bulletin. Every room is expected to send in some material not later than October 3. Report violations of Safety First in a form

similar to the reports given below and which were observed by Superintendent Edmunds. The following violations were observed during the first two weeks in September.

1. At 11:40 a. m., Wednesday, September 10, two boys six or seven years of age were trying to catch a ride on the rear of a northbound loaded wagon on North Jackson Avenue, in front of the High School. One boy succeeded in getting on the wagon, though his leg was almost caught by the revolving rear wheel. The other boy failed to get on the wagon and suddenly ran west across the street and was almost run down by a southbound car. Only the alertness of the driver of the car averted a serious accident. Just a few years ago on North Walnut Street in this city, a boy was killed while catching a ride on the rear of a loaded wagon.

2. A few days ago a freight train was going east over the crossing at North Jackson Avenue. Time—just after 12 o'clock noon. A group of three girls stood so close to the loaded coal cars that they were in danger if a lump of coal should be dislodged. A boy was

killed in Decatur by just such an accident a few years ago.

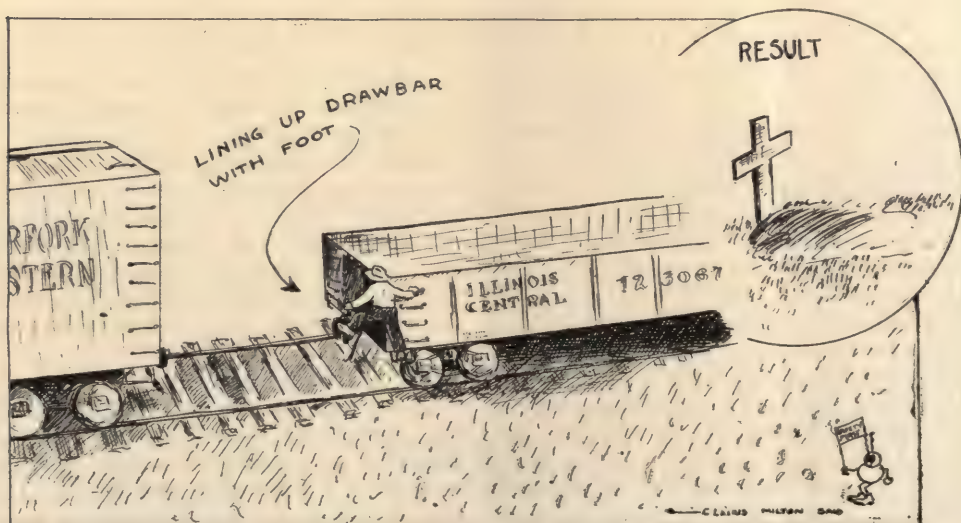
3. One morning the first week in September an ice wagon was going west on West Main Street. The driver left the wagon to make a delivery. Two small boys took advantage of his absence to climb up the rear of the wagon. One boy seized a piece of ice, quickly jumped down and started north across the street. Only very prompt action on the part of the driver of an east bound car prevented a serious accident. In Bloomington a few months ago a child was killed in such an accident. On another occasion, a boy was crushed by a falling cake of ice from the rear of the ice wagon.

Get the SAFETY FIRST HABIT. You have no right to take a chance; some one may have to take the consequences.

I. I will take no risks to endanger my body or any of its parts.

II. I will do nothing to endanger the life or limb of any other person.

Note. Fire drills are organized in all of the ward schools and will be tested by the Fire Marshall at any time without any notice being given in advance.



UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

PREPARE FOR THE SAFETY DRIVE

The National Railroad Accident Prevention Drive will be effective from October 18 to 31.

The plans to make 100 per cent clear records are rapidly being evolved. The various safety supervisors and safety committees will be assisted by the officers and employees of all lines, and as, while this drive is primarily of moment to railroadmen, the public generally also is deeply interested, assistance is being secured from school teachers, public officials, newspapers, ministers, commercial and automobile clubs and many other agencies.

From all sides words of hearty encouragement are being received by the Safety Section, even from many who heretofore have been more or less indifferent.

Everyone seems to have awakened to a realization that this is a necessary part in the final success and that this personal responsibility cannot be delegated or shifted.

The National Railroad Accident Prevention Drive will show the world that railroadmen as a body can be depended upon to take intelligent action in matters so vital to their personal well being and the welfare of the railroad industry.

Don't overlook your part in this great campaign. Let the more than two million railroad employees pull together in this matter to the end that the two-week period may establish a record for efficiency in human-body conservation.

LOAD TO CAPACITY

Every effort is being made by the Railroad Administration to speed the construction of the balance of the 100,000 freight cars ordered last year. It has also been decided to place in service the new cars now in storage regardless of

whether or not the allocations covering such equipment are accepted by the individual railroad corporations.

This is but one of a number of steps taken to insure sufficient car supply. To this end instructions also have been issued for establishing in each important terminal a committee of officers to study the question and expedite car movement.

New cars at the rate of 218 per day are being completed and placed in service, while new cars in storage are being stenciled and put into service at the rate of 616 a day, a total of 834 cars per day. Despite this it is necessary to bend every effort toward furnishing sufficient cars to meet the demand.

While there is considerable opportunity for improvement in this respect, conditions are substantially more favorable than they were in 1917, when the total number of unfilled car requisitions on August 1 was 77,257, whereas on August 1, 1919, they numbered only 19,271. The number of freight cars in service and not withdrawn for repairs on July 1, 1917, was 1,983,000. On July 1, 1919, the number was 2,065,000.

The Railroad Administration however, is not content to point to the fact that transportation service is more favorable now than it was two years ago. On the contrary, extraordinary efforts are being put forth to secure the greatest possible improvement.

One of the most effective measures to provide sufficient freight-carrying equipment is to have all cars loaded to capacity, and railroad officials are doing their best to educate both shippers and consignees to the desirability and, in fact, necessity not to ship in minimum carloads. Another factor is expeditious unloading and prompt movement.

With shipper, consignee and railroadman co-ordinating their efforts in this direction there should be sufficient equipment to handle satisfactorily the needs

of the country, and this co-ordination is urgently desired.

WAGES AND LIVING.

In the final paragraphs of the summary of his report to the President on the wage demands of the shopmen and his decision thereon, Director-General Hines on August 26 stated:

"A permanent general increase in the level of railroad wages at the present time, so as to put them up to what appears to be the top notch reached by the high cost of living, would arrest, if not defeat, the efforts which the government is making to reduce the cost of living and would be injurious to the railroad employes themselves. Such a permanent wage increase must necessarily be met by a heavy increase in freight rates. This would stimulate an increase in the cost of everything consumed by the public and would give innumerable pretexts for covering up additional unwarranted increases in prices, and would necessarily confuse all existing efforts to control prices, because those efforts are based upon existing conditions with reference to which investigations have been and are being conducted.

"The most careful investigation as to the increase in the cost of living makes it clear that the earnings of many subdivisions and classes of railroad employes have already been so advanced during federal control as to be ahead of the highest point yet reached in the general average increase in the cost of living in the country. It is believed this is true of the shop employes as a whole because many classes of the shop employes had the benefit of a reclassification of their work and pay which gave them an increase in wages substantially in excess of the total increase in the cost of living up to the present time. These considerations, however, are entirely consistent with the view that existing wage levels are reasonable."

ALL SHOPMEN AT WORK.

In all connection with the unauthorized strikes of shopmen at Depew, N. Y.,

Cumberland, Md., and Havelock, Neb., Director-General Hines on September 4 sent to the several regional directors whose lines were affected telegrams taking action very similar to that taken in connection with the unauthorized strikes of certain train, engine and yard men in California, Arizona and Nevada. The wording of the telegrams was identical throughout, with the exception of the address and the name of the city and road affected:

"To A. T. Hardin, regional director of Railroad Administration, New York City: I am advised that certain Mechanical Department employes of the New York Central Railroad at Depew are engaged in a strike in violation of their agreements with the industrial railroad upon which they have been employed and in violation of the agreement for adjustment of grievances between the United States Railroad Administration and the chief executives of the organizations to which the strikers belong, as well as in violation of the laws of the organizations of which they are members. The chief executives of these organizations have definitely instructed their members to return to work.

"Will you please at once instruct the federal manager of the New York Central Railroad to post copies of this telegram on bulletin boards and in conspicuous places at and in the vicinity of the shops affected, as notice to all employes who are on strike to resume work not later than their regular reporting time on Saturday, September 6, and further as a notice that those who do not report and resume duty at or before their regular reporting time on that date will be considered as having permanently left the service of the United States Railroad Administration, their places will be filled, and if they return to the service of the United States Railroad Administration later it will be only as new employes. This telegram will also be considered by the federal manager as his instructions to proceed accordingly."

Most of the men returned to work the day before the time limit set in the telegram, while some returned on the

last day in time to start work at their regular hour.

JULY FINANCIAL STATEMENT.

The operating Statistics Section of the Railroad Administration has completed figures covering the financial results of operation for the month of July for all Class I roads in federal operation. These comprise 232,004 miles of road, or 97 per cent of the total of 240,177 miles of road federally operated.

CONDENSED INCOME STATEMENT

	Month of July		Increase or Decrease	
	1919	1918	Amount	Pct.
Operating rev....	\$449,694,136	\$463,958,521	*\$14,264,385	*3.1
Operating exp....	352,967,237	312,701,610	40,265,627	12.9
Net operating rev.	96,726,899	151,256,911	*54,530,012	
Taxes, rents.....	20,057,422	14,209,806	5,847,616	
Net operating inc.	76,669,477	137,047,105	*60,377,628	
Operating ratio....	78.5	87.4	11.1	

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,352,976, so that the net profit to the government was \$2,316,501 for these properties.

In making comparison with last year it should be noted that, while the freight and passenger rates are on substantially the same basis in both years, the wage scale of July, 1919, is substantially higher than that of July, 1918.

The results for the seven months ended on July 31 were as follows:

CONDENSED INCOME STATEMENT

	Seven Mos. to July 31		Increase or Decrease	
	1919	1918	Amount	Pct.
Operating revenue.	\$2,774,193,441	\$2,519,925,384	†\$254,268,057	
Operating expense.	2,409,687,708	2,102,951,292	†306,736,416	
Net revenue.....	364,505,733	416,974,092	*52,468,359	
Taxes, etc.....	130,829,999	128,673,886	2,156,023	
Net income.....	233,665,724	288,300,106	*54,634,382	
7-12 annual rent....	520,470,832	520,470,832		
Operating loss.....	286,805,108	232,170,726	54,634,382	
Operating ratio....	86.9	83.5	3.4	

*Indicates decrease.

†Indicates increase of 10.1 percent.

‡Indicates increase of 14.6 percent.

It must be remembered that the comparison between the seven-month period is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918.

STOPPING FREIGHT THEFTS.

Reports of the Secret Service and Police Section indicate that the drive against the larceny of railroad freight continues with unabated vigor.

Among the noteworthy cases reported recently are the following:

On July 29 a car on the Michigan Central was robbed of \$1,427 worth of sugar. John Cudney and Joe Macklanka, alias Joe Mischinski, members of a notorious band of car thieves, were arrested.

R. A. Wise, ex-switchman; Elmer E. Jolly, yard conductor; J. P. Hennessy and Edward Traverse, switchmen, on the M. C., were arrested in connection with the theft of twenty thousand cigars. Wise, Hennessy and Jolly confessed. These men have been held for action by the U. S. grand jury.

R. C. LeQueux and M. C. Roumillat, yardmen at the A. C. L. yards, Charleston, S. C., were arrested on August 7, charged with stealing \$1,500 worth of merchandise.

Joseph Schupeck, Abram Gonora and Solomon Rushmandel were arrested in connection with the theft of cloth valued at \$2,005 from Pennsylvania Railroad cars on July 21. Schupeck and Gonora turned state's evidence. Rushmandel was held for action by the grand jury.

George J. Weatherolo, Raymond Thompson and Bernard Dolan, employees of the Nickel Plate, were arrested on August 13 at Buffalo for the theft of three trunks, twelve thousand collars and seventy-five thousand cigarettes, all of which were recovered.

Dan Rice and Harry McDonald, car inspectors of the B. & O., were arrested for the theft of numerous articles. They have confessed.

Two negroes were arrested on the Atlantic Coast Line on the night of August 10 while shooting into passenger train No. 41 as it was passing Palmyra, N. C. These men have been sentenced to three years imprisonment.

Kid Shaw, colored, leader of a notorious gang operating on A. C. L. trains between Petersburg, Va., and Rocky Mount, N. C., has finally been apprehended and sentenced to four years each on charges of burglary and highway robbery.

Patrick Fallon, Charles King, John White and Jacob Urdang, all of Hobo-

ken, N. J., were arrested at Scranton, Pa., on August 7, charged with stealing silk valued at \$1,200 per bale, from the American Railway Express on the D. L. & W. Rd. These men have been held for action by the grand jury. Fallon and White have pleaded guilty.

Louis M. Bland, Charles Westerfield, Otto Wade, William J. Brown, Stanley Duross, Monroe Stone and Leo Pope were arrested on August 28 charged with stealing \$17,204 worth of auto tires at Detroit. The stolen property has been recovered.

Lee Dent, alias, Elbert Thomas, Clarence Tucker and Eugene Jackson, colored, were arrested for robbing Southern Railway train No. 53 at Leeds, Ala., on August 12, of shoes valued at \$2,500. Dent was killed and Tucker was shot in the leg while resisting arrest. Tucker and Jackson are being held for action by the federal grand jury.

On August 24 the ticket office of the M. C. at Cheboygan, Mich., was robbed of \$828.71 in money, and investigation resulted in the arrest of Frank Hatch, on whose person was found all of the money stolen. Hatch made a confession, implicating Howard Sutherland, and both have been remanded to the grand jury.

M. L. Houchens, C. & O. conductor, was arrested at Chelyan, W. Va., on August 18, on various charges of car robbery. Three thousand dollars worth of stolen goods, ranging from hairpins to victrolas, were found hidden in his house.

Joseph Gross, Edward Divinne, James Divinne and Frank Short have been held by the grand jury in connection with the stealing of \$2,000 worth of cloth from railroads entering Philadelphia.

John Beverland, alias Jack Martin, was arrested at Springfield, Mo., for stealing \$2,000 worth of silk from the Terminal Railroad of St. Louis. He has been held for trial.

John Williams, G. J. Purcell, F. N. Weit, R. E. Youngberg, F. W. Hesser, Fred Kaszer, F. A. Jansen, G. B. Hoyt, H. C. Cook, G. A. Pail, J. R. Day, F. A.

Burrows and L. R. Little, all railroad employes, were arrested charged with the larceny of fifty-two overcoats at Conway Yards, Pittsburgh district, on August 2.

At 9:15 p. m., August 25, eleven men entered the North Yard of the Erie Railroad at Jersey City with the intention of committing thefts, and fired upon Erie patrolmen. None of the patrolmen were hit, but a man named Kersky was shot through the right lung and leg. He has a criminal record.

On June 18 an express car on Erie train No. 9, containing valuables, was robbed, and on June 25 a similar robbery occurred, the total value of property obtained being \$40,000. American Railway Express special agents and railroad police immediately took up the case, and warrants have been issued for George Palangio, Frank Madison, Herbert Gerhardt, Walter Oleson, Gene Curry, Julius Schneider, W. H. Allen and Alphonso D. Soccio.

SENATE BILL COVERING FUTURE OF RAILROADS.

The views of the subcommittee of the Senate Interstate Commerce Committee which has had in hand the formulation of legislation covering future operation and control of the railroads were embodied in a measure presented to the Senate early in September by Senator Cummins. After being debated in committee of the whole, this bill will be reported to the Senate for unlimited discussion and it is quite possible that changes will be made in its various provisions before being made law. The following synopsis of this measure was recently given out by Senator Cummins:

Section 1 repeals the Federal Control Act of March 21, 1918. The repeal takes effect on the last day of the month in which the bill becomes a law, and the railroads are to be returned to their owners at that time. Rates in force at the time the repeal takes effect are to remain in force until changed by competent authority.

Section 2: Advances made by the

government to the railroads and properly chargeable to capital account are to be evidenced by bonds or other securities payable in five years, with interest at 5 per cent per annum; other indebtedness to be evidenced by demand notes, with interest at 6 percent per annum.

To Form Rate Groups.

Section 4: Upon the passage of this act the Interstate Commerce Commission is to divide the country into rate districts and the carriers into rate groups, for ratemaking purposes; and hearings are provided for with respect to the adequacy of rates for revenue purposes, considering the rate district or rate group as a whole. This issue is to be tried separate and apart from the question of the reasonableness of rates upon particular commodities or for particular communities.

Temporary Guaranty.

Section 5: New schedules of rates which are filed within thirty days after federal control ceases become effective at the end of four months after they are filed, with such changes as the commission may, in the meantime, order; and, until the expiration of the four-month period, this act constitutes a guaranty to the railroads which have entered into contracts respecting compensation under the act of March 21, 1918, of a proportionate amount of the contract compensation, and, with respect to the railroads with which no contracts have been made, it constitutes a guaranty of a proportionate railway-operating income. At the end of this period the guaranty ceases. If, during this period, any railroad earns more than the guaranty, the excess is to be paid into the treasury of the United States.

Division of Surplus.

Section 6: In making rates for the rate groups the Interstate Commerce Commission is to take into consideration the interest of the public, the shippers, the wages of labor, the cost of maintenance and operation, including taxes, and a fair return upon the value

of the property used or held for the purpose of transportation, and it is required to lower or advance rates accordingly. If any railroad in the groups receives more than a fair return upon the value of its property the excess is to be paid to the railway transportation board, mentioned hereafter. One-half of the excess is to be used by the board in the following manner:

First.—The promotion of invention and research to ameliorate the conditions of labor and to lessen the hazards of employment.

Second.—To extend and improve hospital relief.

Third.—To supplement existing systems of insurance and pensions.

Fourth.—To afford opportunity for the technical education of employes.

Fifth.—To establish a system of profit-sharing by employes.

In the administration of this fund the board is to organize an employes' advisory council, composed of one representative from each organized craft of railroad employes.

The remaining one-half of the excess is to be deposited in a fund and expended by the board in the purchase of equipment to be leased to railroads under proper terms, or to be loaned to carriers unable to provide themselves with proper equipment and facilities upon reasonable security.

No excess earnings above a fair dividend are to be capitalized or used as a basis for increased rates.

Transportation Board Created.

Section 7 creates a railway transportation board and is one of the most important in the bill. The board consists of five members appointed by the President, with the advice and consent of the Senate. Its members are to receive a salary of \$12,000 per year. No member of the board during his term of office can hold any office or employment under any railroad corporation or be pecuniarily interested in the stock or bonds of any such corporation. It has the same powers with respect to summoning witnesses and securing testi-

mony as the law now gives to the Interstate Commerce Commission.

Railways Divided Into Systems.

Section 9 furnishes the keynote of the solution of the railroad problem presented by the bill. It declares it to be the policy of the United States that the railways of the country shall be divided in ownership and for operation into not less than twenty nor more than thirty-five separate and distinct systems; each of said systems to be owned and operated by a distinct corporation, organized or reorganized under this act. It provides that, in the division of the railways into systems, competition shall be preserved as fully as possible, and wherever practicable existing routes and channels of trade shall be maintained; that the several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the value of the railroad properties shall be the same so far as practicable, to the end that these systems can employ uniform rates in the movement of competitive traffic and, under efficient management, earn substantially the same rate of return upon the value of their respective properties.

Powers of Transportation Board.

Section 10: As its first duty the railway transportation board is required to adopt a plan for the consolidation of all the railway properties of the country into not less than twenty nor more than thirty-five systems. When it has agreed upon a tentative plan, it is to give it publicity and provide for full and complete hearings upon the plan. The plan must receive the approval of the Interstate Commerce Commission; but, after it is finally adopted, the voluntary consolidations which are provided for must be in harmony with it, and the compulsory consolidations which are also provided for are to complete it. Street railways and interurban railways used chiefly in the transportation of passengers, and certain other railway facilities which cannot be properly consolidated, are excepted from the plan.

The transportation board is clothed

with many and most important powers, in addition to making the plan of consolidation. It is to make continuous inquiry respecting the transportation needs and facilities of the whole country and ascertain when and how they shall be enlarged or improved. It is to inquire into the state of the credit of all common carriers and inform itself respecting the relation between revenues and net income and the like. It is to inquire with respect to the new capital which may be required for adequate and efficient transportation service and the conditions under which it can be secured. It is to certify to the Interstate Commerce Commission its findings in these respects, and the commission is to accept such certificate as prima facie evidence in any hearings which it may conduct. It has authority to lay before the commission any matter of public interest and show such cause as it may deem proper and appropriate. It has authority to make reports to Congress and recommend such measures and policies as will promote and protect the interest of the public concerning the efficiency of the transportation service and the adequacy of transportation facilities.

This section transfers from the Interstate Commerce Commission to the transportation board many of the functions and powers heretofore conferred upon the commission, notably, the administration of the car service act, of the safety appliance act, of the hours-of-service act, of the locomotive inspection act and many others.

It is required also to inquire into water transportation facilities and the relations between land carriers and water carriers, the best methods of coordinating the two kinds of transportation and the most practical plan for preserving in full vigor the two kinds of transportation when they are competitive.

Section 11: The board also has the power, where congestion of traffic exists upon any road, to divert it over other lines. It has the power to compel a common or joint use of terminals or

other facilities when the public interest requires it, and, in a general way, to compel such unification as is necessary to secure the most efficient use of railway facilities.

Section 12 makes lawful the consolidation of railways, but only under the following conditions: First, the consolidation must be in harmony with and in furtherance of the ultimate complete consolidation already referred to, and must be recommended by the board and approved by the commission. Second, the corporation which is to become the owner of the consolidated properties must be either organized under federal authority or reincorporated under this act. Third, the capitalization of the consolidated corporation must not exceed the value of its railway property, as determined by the Interstate Commerce Commission.

Public hearings are to be held in any case of a proposed consolidation, of which the state authorities are to be notified.

Compulsory Consolidation.

Section 13 provides that at the end of seven years, in which the voluntary consolidations may take place, the transportation board is to proceed to the completion of the plan of consolidating the railway properties of the country according to its original determination. The compulsory consolidation is to be accomplished through the organization of railway companies under this act, or the enlargement of reincorporated companies which have been organized under state laws. It is not necessary to enter into the details of this section.

It is sufficient to say that it is to be so carried out that no obligation on the part of the United States will be created and that when the work is finished the railways of this country will be divided into the number of competitive systems prescribed by the board, and that the capitalization of each of the companies will represent the actual value of the property used in transportation, as fixed by the Interstate Commerce Commission.

Sections 14, 15, 16, 17, 18 and 19 pro-

vide for the reincorporation of corporations now owning and operating railways, so as to give them the character of federal corporations, and the only feature of these sections which need be mentioned is that in any such reincorporated company the classified employees of the corporation are to be represented by two members on the board of directors and the government is to be represented by two members appointed by the transportation board.

Section 20 provides that existing railway corporations must have upon their boards of directors two members representing the classified employees and two members representing the government.

Sections 21 and 22 relate to the original organization of railway corporations under this act. The two distinctive things in it are first, that the system of railways which it has organized to own and operate cannot be capitalized for a greater sum than the actual value of the property as determined by the Interstate Commerce Commission, and each corporation so organized must have on its board of directors two representatives of the classified employees and two representatives of the government.

Section 24 confers upon the Interstate Commerce Commission exclusive authority to regulate and control the issuance of railway stocks and bonds.

Section 25 provides for the use of the excess earnings of any railway company in behalf of its employees. It has already been mentioned.

Method for Settling Disputes

Section 26 provides a new method for settling disputes between railroad companies and their employees. It creates a committee of wages and working conditions, which is to be composed of eight members, four of them representing labor and four of them representing the railway companies. Each railroad craft is to nominate candidates for this committee, and the board is required to appoint four from among such nominees. Each railroad corporation is to nominate a candidate for membership, and the board is to appoint four persons from among such nominations.

This committee is to consider all complaints submitted by representatives of the employes or of the carriers, and is to decide by a majority vote, and its decisions are to be certified to the transportation board. If the committee of wages and working conditions is evenly divided upon any dispute, the whole matter is to be certified to the board, the decision of the board is final and constitutes a governmental judgment with respect to the matters in controversy.

Section 27 prescribes some of the things which must be taken into account by the committee of wages and working conditions in determining wages: First, the scale of wages paid for similar kinds of work in other industries; second, the relation between wages and the cost of living; third, the hazards of the employment; fourth, the training and skill required; fifth, the degree of responsibility; sixth, the character and regularity of the employment.

Penalties Imposed.

Section 29 imposes a penalty of fine or imprisonment, or both, upon any carrier, or any officer of any carrier, who refuses to obey the decisions of the committee after it has been approved by the board, or of the board itself, in the cases referred to. It also provides that if two or more persons enter into any combination or agreement with the intent substantially to hinder, restrain or prevent the movement of commodities or persons in interstate commerce, or enter into any combination or agreement which substantially hinders, restrains, or prevents the movement of commodities or persons in interstate commerce, such persons so combining and agreeing shall be deemed guilty of a conspiracy and shall be punished by a fine not exceeding \$500 or by imprisonment not exceeding six months, or by both such fine and imprisonment: Provided, that nothing herein shall be taken to deny any individual the right to quit his employment for any reason. It will be observed that this section applies equally to the officers and employes. The intent is to prevent any substantial interruption in transporta-

tion, and the effect is to forbid not only what is ordinarily known as a lockout but also what is commonly known as a strike of employes. It must be remembered, in this connection, that the bill in forbidding a strike, or combination for a strike, has also provided for the settlement of all disputes by government tribunal.

Section 31 increases the compensation of the members of the Interstate Commerce Commission to \$12,000 per annum.

Section 32 materially enlarges the scope of what is commonly known as the car service act and transfers its administration to the transportation board. One of its features is that it requires the approval of the government for the extension of an old line of railroad or the construction of a new line.

Sections 33, 34 and 35 are amendments to well known provisions of the act to regulate commerce, and, while important, need not be specifically mentioned.

Section 36 authorizes a division of traffic or earnings between carriers, but only when in the interest of better service and economy and not so as to unduly restrain competition. There can be no such division of traffic or earnings until the arrangement is expressly approved by the Interstate Commerce Commission after full notice and hearings.

Sections 37 and 38 are amendments to the act to regulate commerce.

Section 39 gives the transportation board full authority to require connections between water and land carriers, so as to utilize water transportation to the fullest extent.

Section 40 empowers the Interstate Commerce Commission to make both maximum and minimum, or maximum or minimum, joint rates, and this authority is also conferred in another section with respect to all rates.

Section 43 deals with the conflict between intrastate rates and interstate rates and gives the Interstate Commerce Commission full authority to remove any unjust discrimination against interstate or foreign commerce.

Effingham, Illinois—The Heart of the United States

Effingham Business Men's Association, Incorporated

SINCE the early history of the United States there has always been evident a tendency to push forward, even when there were many and serious dangers to be encountered, for the pioneer was essentially a home-seeker, and when one location became settled, the more adventurous left for the unknown territory with its more vague promise of better things. The pioneers of Illinois were not in search of gold, but of land, whereupon they might build homes for themselves and those who came after them, and in their search they accomplished more than the most sanguine ever imagined.

My instructions in the preparation of this article, however, are not to treat on the State at large, nor even the county, but with the city of Effingham. A brief statement of the early history, however, will enable us to portray to you the growth, and development of Effingham, and lay before you the possibilities that await your coming.

About the year 1814, Griffin Tipword emigrated to this section of Illinois taking up his residence among the Kickapoo Indians, who then occupied positions of what are now the counties of Fayette, Shelby, and Effingham. A pioneer doctor and preacher, fearless in his dealings with the Indians, he ministered to their physical and spiritual needs, and gained their confidence and affection. Among the settlers between this first arrival, and in 1831, the name of Ben Campbell, of whom a historian of Effingham writes as follows: "Ben Campbell located here in 1826, he was a typical pioneer, rough in appearance and speech, but possessed of sterling traits of character, able and willing, to do the work of many, and fearless in his actions. He was a great fighter and hunter, and was always to be seen with his clothing made of skins a close fitting bonnet, which he never removed. His death occurred Christmas Day, 1856, while riding on

horseback, and while his grave is unmarked, his memory lives and his deeds are recounted and his jokes remembered although many who could lay claim to higher things are forgotten." On such foundations has Effingham been built.

The County.

Effingham County was created by an act of the State Legislature February 15, 1831, and included an area of 486 square miles, which has unchanged since the date of incorporation. The original county seat was located at Ewington, but in 1860, by a vote of the people, it was removed to Effingham, which was more central.

Effingham a city of 5,000 people, located 200 miles south of Chicago, 100 miles east of St. Louis, 150 miles west of Indianapolis, and 68 miles west of Terre Haute. It is centrally located to the metropolitan cities of three states: Illinois, Indiana, and Missouri; and the people of Effingham can go and come inside of a day to each of them.

A. Railroad Center

Railroads have always played an important part in the development of Effingham, and until the interior portions of the state were penetrated by the railroads progress was slow, as little could be accomplished outside of individual efforts, for transportation was so slow that it did not pay the farmer to raise stock of grain for distant markets. With the coming of the railroads this was changed, and today Effingham is one of the best railroad centers in the United States; the Illinois Central running north and south has 14 passenger trains a day; it is on the direct line from the extreme north to the Gulf of Mexico and the immense trade that comes, and will come, to the Panama Canal into the Gulf of Mexico that will be shipped by the Gulf ports, Galveston, New Orleans, Mobile, etc.

The Vandalia Pennsylvania Line at Ef-

Effingham with 18 daily passenger trains transfers people and freight, north, south, east and west, and her immense trade east and west goes through and to Effingham.

At Jacksonville, Florida, called the gate-way of the south, the name of Effingham appears in large letters at the Central Station, because all the Gulf railroads converge at Effingham. Effingham is called at New York, St. Louis, Denver, Indianapolis, Chicago, New Orleans, and in all cities whose railroads run east, west, north or south. Effingham is centrally located to the whole United States.

Ideal Location for Factories.

Effingham is an ideal site for factories and industries of every sort, for her railroads enable goods to be handled with an ease and dispatch that no great city could possibly afford.

People who wish to catch the world trade would do well to come to Effingham and get the use of her great advantages. Land for sites is not high, and labor is available. The facilities for shipping over the Illinois Central, Indianapolis Southern, Pennsylvania, and Wabash Railroads, with their connections, and the added fact that all the railroads of the United States cross Illinois, simplifies shipping of all sorts, and gives ease and dispatch in handling.

The great coal fields of Illinois and Indiana are at our doors, and coal is cheap. We have a large electrical plant that can supply an unlimited amount of power. Lying in close contiguity to the oil fields of the state, Clark, Crawford, and Lawrence counties, and the Sandoval fields—there is no doubt oil will be found in Effingham county.

Effingham is on the 90th meridian, which is the center of the central time belt of the United States. A scientist told the maratime experts a few years ago that central time should be named Effingham time, as geographically, longitudinally and latitudinally, it was in the exact center spot of the United States.

Effingham is a model site for a great mid-continent city, and ought to become

a manufacturing and commercial center. A glance at a modern geography will show our large natural advantages and that these statements are correct.

Good Roads.

The National Old Trails road which bisects our land from the Atlantic to the Pacific Coast lies parallel to the Pennsylvania railroad in Effingham and can be seen from the car windows. Passengers on the Illinois Central Trains can see it at a right angle at that railroad.

Originating in Baltimore, Md., and Washington, D. C., the National Old Trails Road, so called because it is made up of the oldest trails and roads in America, stretches across the continent, traversing the state of Maryland and a corner of Pennsylvania, crossing Ohio, Indiana, Illinois and Missouri to Kansas City, from which point it parallels the Santa Fe to the coast with very few deviations.

This is the most historic highway in America—the road of the pioneers both east and west of the Missouri River. It was traversed by Braddock in 1755; it was the artery over which came that great stream of pioneers who first peopled western Pennsylvania, Ohio, Indiana and portions of Illinois during the early part of the last century. It was then known as the Cumberland Road or Old Pike, and was originally surveyed by the national government as far west as St. Louis, and graded to Vandalia, Ill., but only completed as far as Indianapolis, Ind. From there to Franklin, afterwards Boonville, in Hardin County, Missouri, it was known as Boone's Lick Road, and that stretch between Franklin and Santa Fe, N. M., comprised the original Santa Fe Trail.

Effingham is the place to make a great auto track for the great annual meet, since it is the center, so to speak, of the old national road, laid out so long ago by congress. Several large contracting firms are making Effingham headquarters and are now at work on hard roads, the laying of concretes has started, and as soon as work is in full sway, progress will be rapid.



*Business
District*



*Effingham
Ill.*



Public Improvements.

Effingham has \$100,000 invested in a court house, \$15,000 in a city hall, fine modern fire department, and opera house and two good motion picture theatres. Our banks are substantial, handsome and sound. A modern hospital; St. Anthonys, an institution of which the people of Effingham are proud, conducted by 18 sisters of St. Francis, assisted by ten girls. This hospital can accommodate 75 patients, and there is usually a

modern dairy, has a big poultry flock, raises its own vegetables, and has its own orchard, vineyard, and berry patch, thus insuring its patients the best and freshest food possible.

Homes.

Effingham has many fine residents with all modern conveniences, costing a goodly sum. There are many homes of moderate cost that are comfortable and desirable, and everybody who will can have a home, for land is reasonable and three



waiting list for rooms. During the course of the year more than 1,000 persons are taken care of. The equipment in the form of X-ray, laboratory, operating rooms, etc., of the hospital are on a par with those of big cities, while some of the work, for instance, along the line of Urology, undertaken at Effingham, is usually only undertaken in big city hospitals. The Hospital also conducts a

good building and loan associations make it possible for all to build who will.

Building and Loan Association.

Effingham, Illinois, has three substantial and live Building and Loan Associations, namely: The Washington Loan and Building Association, The Effingham Loan and Building Association and the Illinois Guarantee Savings and Loan Association.

The Washington Loan and Building Association was incorporated in September, 1883, and on or about that day opened its office for business. From the time of its incorporation to the present time it has shown a steady growth, and at its last report showed assets amounting to over \$100,000, with loans outstanding nearly \$90,000. It issues two kinds of stock, one known as Class A on which subscribers pay 50 cents per share per month and Class B on which

substantial growth. A reference to its last report will show that it has assets of nearly \$64,000, and loans outstanding of approximately \$48,000. This Association issues stock on which the subscriber pays 65 cents per share, and while their issue is twice a year, yet stock can be subscribed for and loans made at any time. The only requirement being that the subscriber must pay for his stock back to the date of the month of issuance, and when he does so is entitled to



subscribers pay \$1.00 per month per share. The last report showed that there was in force 2,976 shares of Class A stock, and 167 shares of Class B stock. Mr. G. P. Denton is secretary, Opera House Block, rooms 7-9.

The Effingham Loan and Building Association was incorporated on May 5, 1890, and from its incorporation to the present time has shown a rapid and sub-

stantial growth on his stock from that time.

The Illinois Guarantee Savings and Loan Association was incorporated in April, 1893, and commenced business, May 1, 1893, and this Association has also shown a steady and substantial growth from the time of its incorporation, and by its last report shows total assets of over \$68,000, and total loans in force of over \$45,000. The stock in

this Association is issued monthly, and the subscriber pays at the rate of 75 cents per share. The par value of the stock of each of these Associations is \$100, and while the Washington Loan and Building Association has stock on which the subscriber pays 50 cents per month, and the Effingham Loan and Building Association has stock on which the subscriber pays 65 cent per month, and the Illinois Guarantee Savings and Loan Association has stock on which the subscriber pays 75 cent per month, the stock of the Illinois Guarantee Sav-

their subscribers, and such loans are made on the basis of \$100 for each share of stock held by the subscriber, and loans are also made on the stock itself, when such stock has reached sufficient value to warrant the making of such loans. The business of each of these Associations is conducted similar to that of other Building and Loan Associations elsewhere, but we are proud of the fact that the Building and Loan Associations of Effingham have behind them as directors and officers, bankers, and substantial business and professional men



ings and Loan Association will mature sooner than that of the Effingham Building and Loan Association, and the stock of the Effingham Building and Loan Association will mature sooner than that of the Washington Loan and Building Association, except that the Class B stock of the Washington Loan and Building Association on which the subscriber pays \$1.00 per share per month will mature sooner than the stock in either of the other Associations, and in about one-half the time that the Class A stock of the Washington Loan and Building Association matures.

Each of these Building and Loan Associations loan money on real estate to

who give their attention to the business of the Association with a view of building up the Association in order that they may be of assistance to the citizens of this city who are desirous of owning their own property. Each of the Associations are in a position at this time to make loans upon real estate, and the methods of building and loan associations are such that they can make larger loans than can be made by private individuals. The officers of the different Associations are at all times willing to explain the nature of the business to any one, and an investigation of the Associations in Effingham will disclose that they are each and all in a substantial and



Churches of

Effingham Ill.



flourishing condition, and are conducted on a safe and business-like basis.

Effingham is rapidly filling up every tenantable piece of property in the city. The demand for property has become so strong that a company has been formed for the purpose of erecting a number of modern bungalows and small cottages to provide for the many newcomers.

Churches.

Effingham is justly proud of her churches. Nearly all demoninations are included, and housed in their own struc-

attention the Illinois College of Photography and the Bissell College of Photo Engraving: The following extracts quoted from the Effingham Daily Record, gives details of activities at the College.

The buildings, grounds and appointments of the Illinois College of Photography are as handsome, commodious and complete as some of the most richly endowed educational institutions in the world. Its results comprise a miraculous achievement. It is the joy of the stu-



tures, many of which are equalled to the edifices of other larger cities.

Schools.

If as is often stated a good workman can be told by his tools is true, then Effingham offers a wonderful opportunity to you to educate your children. There are four public schools, one a high school, which has been accredited to the state university, and an addition to the high school to cost \$35,000 is now under construction. There are two catholic schools and a lutheran school. It is with pride that Effingham calls to your

dents and its proprietor, as well as the pride of Effingham and the profession. It is worthy of a better tribute in the way of a descriptive article than we can give it, but we shall attempt to pay it at least a passing courtesy.

The cornerstone of the building was laid by the Grand Lodge of Masons of Illinois, and since that time until final completion the grounds around the building have been a veritable beehive of industry, many workmen being engaged in putting together a little here and there until the magnificent edifice was com-

pleted.

The Illinois College of Photography is an Effingham institution and is the only one of its kind in the world. It constitutes a compliment to its president, owner and founder, Mr. L. H. Bissell, one of the very rarest characters. Mr. Bissell is to the development of the art-science of photography what Mergenthaler is to the type machines and Edison to electricity. No institution anywhere has more elaborate appointments or more picturesque surroundings. The buildings are located in the center of a beautiful tract studded with antural for-

dition to the other conveniences, the buildings are filled with long distance, city and private telephones. If need be, Mr. Bissell can sit in his office and talk to prospective students in any part of the country. Everything about the college and ground is systematized. Rules and regulations for decorum, class hours and special work have been adopted and are scrupulously enforced. No institution presents a more picturesque view. With its magnificent buildings and grounds, flanked by Austin College on one hand and the city park on the other, it presents a scene that thrills and en-



est trees. The imposing buildings, with the beautifully kept lawn, tennis courts, swings, etc., make a picture of surpassing beauty. Spacious halls and long, covered verandas abound where students have recreation and enjoyment when the weather is inclement for out-door sports. When the weather is favorable for out-door recreation, the campus affords abundant pleasure. Nothing is lacking to give the pupils all the comforts of a well-ordered and elegant home. In ad-

raptures. It lifts one up to an appreciation of the art-science of photography.

The main building, Garnet Hall, is of Virginia brownstone, pressed brick and New York red slate, and represents, with Rembrandt Hall and grounds and equipment, an outlay of \$100,000. The new studio building, of dimensions almost as great as the main building, is of stone, pressed brick and frame, and, with its four floors, is a model studio. The buildings are heated by steam and

lighted by both gas and electricity. The glazing is of the finest plate glass, the transom lights being leaded prismatics, and the elegant chandeliers cut glass. The building is provided with hot and cold water, four kinds of water being used—city, well, soft and distilled. Entering the building the vestibule has a tile floor, also the spacious veranda. The reception hall is furnished in quartered red oak, and the parlor is cherry, with elaborate mantel and mirror. The library is also done in quartered red oak, while the faculty room looks exquisite in red birch. The other rooms are in hardwood finish. One of the prominent features of beauty is the frescoing, done by L. A. Thiel, a Chicago artist. The process department occupies the entire first floor, including the carbon and platinotype rooms. Here instructions are given in opals, plain and colored transparencies, lantern slides, bromide papers, and all process work.

The third and fourth floors are occupied in their spacious entirety by the retouching, etching and modeling departments. These departments require more room than most other departments, and the two floors are capable of accommodating two hundred students. All of the floors are elegantly furnished, the polished hardwood floors and expensive carpets vying to produce exquisite effects. The whole building, in its appointments and furnishings, gives one the impression of being ushered into a millionaire's palace. Mr. Bissell has spared no expense to make his interiors specimens of the highest art.

Rembrandt Hall, has every sanitary and photographic accessory and effect. It has wing doors for all dark rooms, cold air ducts for perfect ventilation, Wilson's roller partitions, and in fact every up-to-date appliance and convenience that money could buy. The cold air ducts change the air in the necessarily close dark rooms every five minutes. The wing doors shut out every particle of light from the dark rooms, while the roller partitions enable the lecturers and operators to throw two or more rooms into one in an instant.

The first floor is occupied by the lab-

oratory, dark rooms and wash rooms. This floor is embedded in the earth to a depth of four feet, for the purpose of giving that even temperature so essential to good results in photography. The temperature is always about seventy degrees. The floors are concrete.

The second floor is occupied by the printing department and the assembly room. Light, the great essential for a printing room, is abundantly provided, a fine supply of groundglass printing slants being set in the south side. Hot and cold water and sinks are in great abundance and conveniently arranged. The assembly room is also on this floor and will seat several hundred students. On the third floor we find the operating room, and it is as fine a one as can be found on the continent. Here every day students are given practical demonstrations, lighting, posing, composition, supplemented with appropriate lectures, and every accessory known to the photographic art is supplied to give the students the best results. Single and double ground-glass sky-lights, the latest cameras and lenses, changing and dressing rooms, wing doors, etc., and other studio appurtenances are a part of the superb and artistic equipment of the operating department.

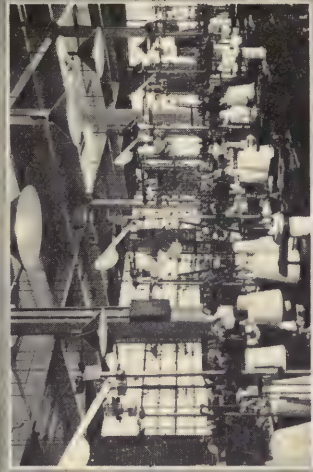
The fourth floor contains the copying, enlarging and bromide departments, and is furnished with a balcony overlooking the operating rooms for use during demonstrations.

The college enjoys a big attendance from all over the United States, and, in fact, from all over the world. England, Italy, Japan, Russia, France, Central and South America and Canada have contributed their quota of students, several from Japan being in attendance now.

Effingham can well feel proud of Mr. Bissell and his institution. He will not stop with his present work and his present achievement. He is progressive and determined in all his undertakings. His college will be up-to-date in all its features. If any new discovery or invention makes its appearance in the world, Mr. Bissell will incorporate it in his institution. The world is his territory and

Effingham Ill.

Industries of



to graduate high-class photographers his mission. He deserves and will be rewarded with fame and success, and Effingham will share with him in both these achievements.—*Effingham Daily Record*.

Effingham Industries

Effingham has a block factory that ships butcher blocks and supplies all over the world, a marble shop that is progressive and prosperous in all its lines, a factory that turns out the finest of furniture for churches, banks, and

over 100 girls, the work is agreeable, and conducted under sanitary conditions. Wages earned by the girls employed in this institution average \$12 per week, and some of the young ladies make as high as \$18. This concern will find employment in their institution for about 400 employes, and it is one inducement to the parents of large families, where the greater number is composed of girls to move to Effingham. They are guaranteed employment for their daughters. Effingham has one daily and three weekly



Residential Section, Effingham Ill.



business houses, a cold storage plant, an ice factory, a canning catsup and sauce factory that employs about 100 hands in its season, shipping large quantities of the best goods, a milk condensory that ships our milk all over the world and instructs our farmers in soil and cattle culture, a modern steam bakery with a capacity of 25,000 loaves of bread per day, that supplies the local trade and ships their products in every direction, a large flour mill. The Effingham branch of the Chester Knitting Mill is one of the city's leading industries. It was established in 1918, and today employes

newspapers, a large printing plant that turns out books, pamphlets, circulars, and everything in that line. There are also a number of good weekly newspapers and job offices throughout the county. Many good hotels and restaurants. Fine dry goods houses, grocery stores, and mercantile establishments.

Many traveling men have located here and bought homes, because of the ease and speed with which they can get in and out upon their route, the good educational advantages, and the comparative reasonable cost of living, and the



Residences. Effingham Ill.



wholesome health condition.

Effingham boasts of splendid cigar manufacturers. One of her industries in this line was established over fifty years ago and today it turning out a product that is sold every where.

Wholesale Grocer

As a distributing point, Effingham can show with pride the unbounded success being obtained by the Haas-Liber Wholesale Grocery Company. This firm established their branch in this city about five years ago and in 1918 passed the \$1,000,000 mark in sales.

Agriculture.

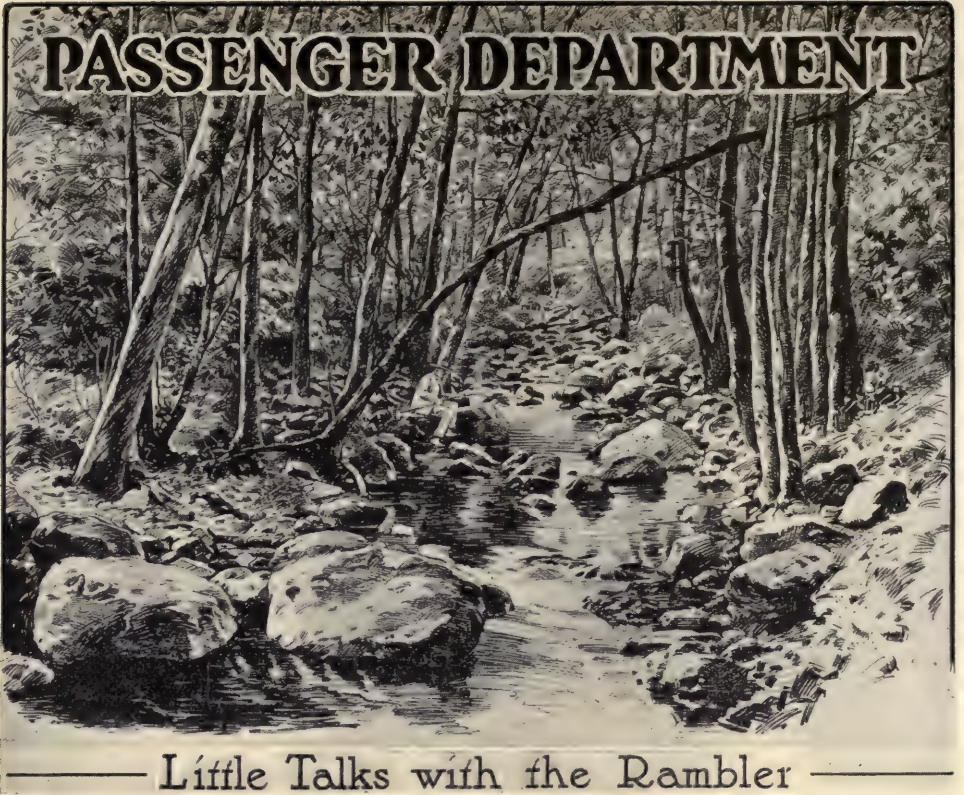
Effingham county raises wheat, corn, oats, rye, hay, and all the clover, including alfalfa, also many fine orchards. Orchards treated by modern methods pay well. All sorts of fruit and berries are raised freely on our land. The farmers of this territory are prosperous, progressive, adopting the best methods to the development of their dairy herds and land. A great many of them are using ground lime stone with wonderful results. The county farm agent of this territory is located at Effingham. The

dairy industry is rapidly increasing. Our winters are not severe, and cattle winter easily and well. The county is full of silos (it being stated that there are more silos in this county than any other in the state), and many fine cattle are being shipped out at fancy prices. A prominent member of the Holstein Friesian Association is one of our local farmers and dairymen.

Effingham Wants.

Effingham, Illinois, on a direct route to the Gulf of Mexico, the Panama Canal, the World's Trade, is the best place in the United States for factories, wholesale houses, and business of all kinds. The Effingham Business Men's Association, Inc., an association composed of the boosters of this territory, with the following officers: J. T. Ewing president, B. T. Petty, vice-president; Ben Mussmann, recording secretary; Clarence L. Fisher, treasurer; and J. H. Weber, W. S. Broom, J. W. Noat, H. A. Underriner, T. S. Gravenhous, directors; invites you to communicate with them through their managing secretary, J. W. Gravenhorst.

PASSENGER DEPARTMENT



Little Talks with the Rambler

Camouflage

An August Hot spell was on us in fierce intensity. Heat was reflected from the pavements of the big city in scorching waves, and those who had to be on the streets bore evidence of discomfort and suffering. The office dwellers were but little better off, for while sheltered from direct waves there was a stagnation and closeness that was perhaps fully as bad, if not worse, than the burning sensation of the street.

I myself was listless in my office, and in a momentary cessation of routine duties I bethought me to go to the Rambler's room and see how he was standing the tropic conditions. It mildly irritated me, irritation being very general in the air, to find him tipped back in his swivel chair looking as cool and as comfortable as though no such thing as a scorching spell was in existence. It is true his room was on the shady side of the building, but the thermometer on his door casing showed practically the same

number of degrees that my thermometer did, and I was willing to swear that one could have baked bread in my room, for mentally I felt warranted in declaring that it was a vertiable oven. A file of letters was resting on the Rambler's lap which he seemed to be thinking over, for they were held loosely in hand while he was gazing at the opposite wall. I felt a little more reconciled to his apparent comfort when in answer to my salutation, instead of responding in the usual way he asked me with irrelevant abruptness if I ever saw faces and pictures in clouds and in glowing embers. "Ah," I thought, as with handkerchief in hand I wiped the perspiration away from around my collar and took a seat opposite him, "the old boy does feel it after all. Perhaps worse than I do," for, from the nature of that question it seemed as though his mind was wandering a bit. I have heard of people getting light-headed from excessive heat. How-

ever, I answered him somewhat vaguely, not exactly getting his drift, whereat he smiled indulgently and pointed to the opposite wall, saying, "see that picture?" Turning in my seat I then realized that he had been looking at a picture hanging on a wall opposite his desk and that there was evidently some connection between it and his trend of thought.

It was an ordinary enough picture of the landscape variety. One, that some years before in the prosperous days of railroads, had been put out as an advertisement of the scenic attractions of a certain road. Its subject was unusually quiet for that class of advertising. It was simply what appeared to be a mountain stream, at rather low ebb as to amount of water, meandering through a forest over a jumble of a long line of rocks of varying sizes and shapes, these last being really the motif of the picture. In the far-distant background was the solitary figure of a man fishing, but so unobtrusive was he that he blended into the rock and tree features of the picture. In fact, the casual observer would scarcely notice him at all.

"That picture is a present a railroad friend sent me years ago," the Rambler remarked in a dreamy sort of way as I nodded my acquiescence to his inquiry as to my noticing the picture. "That is he in the background, and if you will examine it closely you will see that he is supposed to be fishing. A still closer scrutiny, however, will disclose the fact that he is clearly camouflaging. He is simply trying to make you think he is fishing, as is proven by the alleged pole that he is using, which is nothing more nor less than a long crooked dead branch fallen from one of the trees. But that, however, is not what I called your attention to the picture for. Go over there and sit down opposite the picture where you can get a slightly different view of it." On my doing so he then told me to look at it intently, and, going back to where he started with me, asked if I could see in those stones and rocks, lying so generally exposed in the bed of the stream, faces or figures in them as one does so frequently in clouds.

I fear my imagination is not keen, for after gazing intently at the picture for some time I had to confess my inability to see in it anything but just plain rocks, woods and water. At this the Rambler laughed, and getting up he went to the picture and gave me a little lecture as to what he saw, pointing with his finger as he did so, much as a schoolmaster would point to his pupils the intricacies of some diagram on the blackboard.

"See this rock in the lower left hand corner?" he said with animation. "Shut out everything else in your mind but that, and don't you see that as a whole it looks like a chunky buffalo lying down in the water? See its horn here? And there is its eye; then note the long face."

"Take this other big rock in the foreground here," he continued. "You can get several things out of that, according to the way you look at it; whether as a whole or in part. See the sheep's head, its eyes, nose and mouth on the left hand side here? Then look at the right hand end of the rock. Is not that a pretty good turtle's head? Especially as, if you take the rock as a whole, you can get pretty near the whole turtle out of it."

"Sort of a Colorado Garden of the Gods stunt," I interrupted, "where at first you see nothing in the formations but soon see what is pointed out to you and end by seeing new things yourself. I now see the freaks in your picture there and can even go you one better. Starting with the sheep's head that you have mentioned and letting the eye follow the rock to its other end I can see the whole sheep, including its bushy tail, cuddled up in a ball like a cat in repose; and, like the buffalo, lying in the water. I can also see a dog's head, also that of a wildcat. But, I continued, "is it not rather a hot weather fantasy, your seeing things this way in this temperature? However, I am rather glad of it, for you looked so exasperatingly comfortable when I came in that I thought you were not feeling the heat as I am. But this is proof that you are not only feeling it but that it is possibly affecting your mind, and in consequence I really am feeling much more comfortable myself."

"Not so fast, not so fast!" was the Rambler's good-natured retort as he seated himself again. "I have seen those things, and much more, every time I glance up from my desk ever since the picture has hung there—when it was so cold in here that I had to wear my overcoat as well as today when I am sans coat and sans vest."

"Well, anyway," I remarked as if to dismiss the subject, "like your friend's fishing pole, all those features in your picture make rather a clever bit of camouflage as viewed through your optics."

"Speaking of which," remarked the Rambler with a return to his usual animated form of speech, "meaning camouflage, I have a case here in these papers that is rather suggestive of that art." On my look of inquiry equivalent to the question, "What is it?" he seemed to be thinking a moment before answering. Finally he said, "I do not know as I will tell you; not but what it is interesting enough but there is 'a woman in the case' and I fear you will think I take a special delight in digging up their little idiosyncrasies when you recall that only recently they were subjects of a talk in Tyro's office, and at the Dunes at the Trunk Lady's instigation. You will think that just because I happen to be a bachelor that I ought to be telling you more about the failings of my own sex. However, it is a part of my professional duty to go through these cases, and I assure you I do not seek them or dig those out relating to one sex more than another; I simply have to take them as they come. Want to hear about it?" On my answering in the affirmative he picked up the file from his desk where he had thrown it when dissertating on his picture, and beginning with the bottom letter he glanced over it and then seemed to suddenly change his mind.

"No, come to think of it," he said, "I will not tell you the story of this file. For one thing it is too hot for such exciting matters; besides there is another reason. Instead, let us not wander away

from the interesting line of thought that has been engaging us."

He then, as if dismissing the papers from his mind, began to look dreamily at his picture again; finally saying, "Did you ever think how many kinds of pictures there are and how incessantly they intrude themselves on our attention. It is astonishing what we see in mental and visual reflection sometimes. That landscape up there," he continued in explanation as he nodded at the opposite wall "represents what may be called a visual art." But such is not all that reaches the brain with pictorial effect. There is of course the 'printed page,' on reading which an unconscious mental picture is bound to follow. Then there is the more subtle picture caused by sound, such as is exemplified by certain forms of music"—"The Professor's Daughter taught you that," I broke in—"the whistling of a distant locomotive not yet come into view, the baying of an unseen dog at the moon, the howling of the wind at night and innumerable other noises or sounds," he went on not noticing my interruption. But more interesting than all to me are the pictures formed by a combination of sight and sound, without the aid of the graphic or pictorial arts. I mean those that we are unconsciously making of all that goes on around and about us in our daily walks in life."

"For instance, recently on my vacation I encountered this trivial incident. I was in one of the large but old cities of the country—a city not only of dense population in itself but one whose day throngs are tremendously augmented by the influx of suburban toilers in its business districts. I was on my way down to my hotel, which was opposite one of the railroad stations, walking along a crowded, narrow sidewalk on which the general trend of a moving mass of humanity was in the direction of the outgoing evening suburban trains. In other words, it was the commuters 'rush hour.' Directly behind me I heard a woman's voice exclaim in a quiet but emphatic tone: 'Oh, dear! I hope I shall live to be old, *very* old, so that I can live in the

country where I'll not be run into and bumped about.' She passed me before completing her remark so that I got a good view of her sturdy middle-aged self and the small boy who trotted beside her. Now, as I have told you this, has there not flashed across your mental consciousness the picture, and did you not see, as I did then, the picture of some way-out country farm house where peace and quiet seems to prevail and where a white-haired lady is bending over some hollyhocks or roses, or is in some similar attitude?" I nodded in acquiescence, after which the Rambler launched into a new incident, his mind evidently being absorbed by the trend of thought that had been suggested by his picture on the wall.

"Here is another one," he said, "in strong contrast to whatever form of peaceful picture of a lady grown old in the country may have been flashed on your brain. On that same vacation I was making a little trip of only a couple of hours in one of the day coaches of a crowded train. Stopping en route for five minutes at a large station I glanced up from the paper I was reading and watched casually the crowd alighting from and boarding the train. Among the latter was a man in an army captain's uniform. I did not particularly notice his features, my hasty glance only calling my attention to his uniform and to the fact that he seemed to be making a casual remark to a lady back of him as he was about to mount the car steps. He came with other passengers down the aisle of my car, and halting by the seat directly back of me turned to the lady, who had followed, and suggested that they sit together if it was agreeable to her. She laughingly acquiesced, with the proviso that she would be glad to share the seat with him if he did not mind her munching; she apparently having some lunch with her as was in a moment evidenced by the crackle that came to my ears of the paper wrapper of some parcel of edibles."

"On the train getting under way again I became absorbed in my newspaper and heard only occasional sounds of the two

voices behind me; not enough of their conversation reaching my ears for me to know what they were talking about, although I gathered from what little I did hear that their being together was the result of a chance acquaintance that was mutually agreeable. In time I finished reading my paper and then passed it over to a young man sitting on the aisle end of the seat with me. Then I began to enjoy the landscape from the window, becoming thereby more or less unconscious of what was going on around and about me in the car. I was awakened however, from whatever reverie may have taken hold of me by hearing the Captain's voice, he saying in an unusually loud tone, 'I can prove it to you: it was in this morning's paper.' At the same time he reached over to the seat in front of him, saying in rather a peremptory tone to the young man who was reading my paper, 'Let me see that paper,' and practically snatched the latter from the young man's hands. I could hear him hastily turning the pages and then in an undertone reading from it to his companion, after which he leaned forward again and literally threw the paper down into the young man's lap without as much as a 'thank you.' Remember too," the Rambler added, momentarily closing his lips tightly as though he were suppressing a certain feeling in the matter, "that when he obtained the paper it was not with any semblance whatever of an 'if you please,' and that he practically snatched it away with what amounted to a command.

"Can't you see that Smart Alec showing off before the girl?" he continued. "Have you not a picture of it in your mind as graphic, if not more so, as if it were sketched on paper?"

"Yes," I laughed, "but I could see a still more interesting picture had that happened to you." "Well," was the smiling reply. "I did rile up for a minute or two, and for a flash thought I would mix in and tell that captain a thing or two on the basis of the paper being mine." But, he added more calmly, "I was not going very far on that train, and I have long since learned that there are times

when it is perhaps better not to carry a chip on one's shoulder. Even now, however, I really do become indignant whenever I think of it." Then with a smile diffusing his features he hastily went on by saying, "here is another experience of that vacation in such strong contrast that I think you will like to hear it."

"Among other places where I went was to an extremely picturesque island located some twenty miles out at sea from off the Maine Coast. It is an island much visited by artists for its rugged and picturesque scenery and also by a rather intellectual class of people who enjoy its many natural attractions. The time on the island for myself and my niece who was visiting it with me, was limited, we reaching there about three o'clock in the afternoon and being due to leave immediately after breakfast the next morning. Hence, as soon as possible after getting there and obtaining our lodging accommodations for the night, we set out on foot (the only way available) to view the scenic wonders of the place. We easily found its towering cliffs and rugged coast line and wandered up and over the headlands, down into intersecting coves and gullies; now through woods, and then over grassy slopes and jagged rocks until it dawned on my niece that we were lost. Personally I was not worried in the matter. I recalled however, that we had but a short hour before we were due back for supper at a rather uncertain place as to their habits of promptness in setting the meal. So in a way I was also rather desirous of finding my way back without too much aimless wandering about. However, as you know is my habit, I took the matter somewhat philosophically, but when thinking to reach a nearby eminence from which I could get my bearings, I became entangled in the small branches of a prostrate pine tree owing to my slipping for several feet down into an unseen crevasse. While slowly extricating myself from my predicament, my niece, who had become a bit panic-stricken, wandered out of sight, shouting somewhat hysterically from

time to time to keep track of my whereabouts, until finally she got so far away that I paid no attention to her voice owing to its incoherence and faintness. Getting clear of my entanglement, however, and once again on firm ground—no, I mean rock—I shouted to her and hearing her reply told her to remain where she was until I found her. This last I did by having her occasionally call to me while I worked my way in her direction through a thick growth of shrubbery running a little higher than my head. I gradually approached her vicinity and was glad to be near enough to hear additional voices and recognized the fact that she had evidently found someone in her wanderings. I then remembered that one of the things she had called to me while I was busy with the branches was that she saw people ahead and was going to reach them. I finally was able to join her and found with her a smiling lady and gentleman, both a little past middle age, who were waiting to show us the trail back to our boarding house. The trail was clearly defined and beautiful in many of its scenic aspects when we were carried to its beginning and walked along over it with our new-found friends. Of course, mutual introductions had taken place in which it developed that the gentleman was a clergyman in a small New England city on the mainland and that the lady was his wife; and also that my niece confided to them that we had just come down to the island for the few hours that I have mentioned, and that we would be going back in the morning.

"As it was raining hard, we were unable to take the early morning walk that had been contemplated to see a forest feature of the island, a description of which had interested me. In fact, the beginning of a fierce 'northeaster' was in evidence; so much so that I may mention incidentally that we had a very rough passage back to the mainland.

"On our going to the wharf to take the little steamer for the return trip, we found what appeared to be all of the inhabitants, transient and permanent,

of the place waiting there to see the boat come in and put out; it evidently being, particularly on the part of the tourists, one of the regular things necessary at that isolated place to help fill in the days activities. Rain was no draw-back to the occasion for these people. Even most of the ladies were wearing tarpaulins and oil skins or raincoats, and a general eschewing of umbrellas was much in evidence.

"Among those waiting to see the boat come in and go out was the Reverend gentleman and his wife who had rescued us the night before. On the gentleman's arm was an old heavy winter overcoat, which it transpired he had brought down especially for me to wear on the return to the mainland. He had said to his wife, the latter told my niece, that I being a stranger had probably come unprepared for the rough and wet weather that I was about to experience on the sea, and he was afraid I would catch cold and possibly become sick in consequence. He himself was going home in a few days and would not need the coat, he told me.

"Quite a contrast in thoughtfulness, kindness and even decent courtesy between him and the captain," I remarked. "I have no doubt it will be a long while before the picture of that kindly soul as he stood in the rain on the wharf waiting for you will fade from your memory."

"Precisely," beamed the Rambler. "You can see that picture, I am sure." "Yes," I admitted. "But just the same, these instances that you have cited do not, after all, seem to me to make just the same kind of pictures that we have got in your buffalo and sheep out of that landscape yonder."

"You are a little dense, I see," was the quick retort. "Let me give you another case. Perhaps my point of view will dawn on you with a little patience on my part, just as it did when I pointed out the buffalo and sheep you mention. This one I think may appeal a little more clearly to your intelligence.

"Did you ever see in your Sunday School books, or elsewhere, that picture

of little Samuel praying? It was a copy I think from a famous painting of one of the old masters, I forget which one. I have seen copies of that painting in various forms from time to time ever since, but my first impression came from a wood cut copy in one of my Sunday School books. You remember, he was on his knees in an upright posture with hands clasped in front of him and head lifted heavenward, the whole being an attitude of prayer? You say you remember it? Good. Now I am going to tell you where I saw practically that same picture brought up-to-date. Or to put it another way, I saw a modern version of the picture.

"On going east I got on to my train at a suburban way station, and on reaching my section of the sleeping car I found a very quiet and modest appearing young lady in my seat; which was that of the lower berth, the upper berth seat being vacant. The young Miss had evidently traveled and was also thoughtful and courteous, for on seeing me halt before my section she arose and asked if she was in my seat, adding that she was waiting for the conductor to place her. As it makes no difference to me whether I ride forward or backward I told her to remain where she was until the conductor came around, which she did. On the latter's making his appearance, however, it developed that she held a sleeping car ticket for the upper berth of my section number but on a train that had left the city a half hour before the one she was on; she having come through from the north and missed connections. She understood of course that her sleeping car ticket was not good on that train, but simply showed it as a matter of inquiry as to whether she would have to pay twice for Pullman accommodations. The train was a long one and carried no coaches, hence the Pullman conductor told her he would have to wait until he saw how his diagrams worked out before placing her. So it happened she kept her seat opposite me for at least a couple of hours before she was finally assigned to an upper berth in the section opposite. A

gentleman was comfortably ensconced in the lower berth seat of the latter, so I told the little Miss she might as well stay where she was and ride comfortably forward during the day time, which she did."

"Of course you would not let her go," I laughingly said to the Rambler as an insinuating tease. "I must remember to tell the Professor's daughter about that the next time I see her."

"Umph," he grunted in response, "I do not see what she would have to do with it. Nevertheless, you need not worry, the little lady had not much to say during the day; or rather there was no general conversation between us. When the porter brought the pillows around she cuddled up on the seat for a nap although it was still early in the forenoon, remarking as she did so that she was very tired. She evidently was tired, for she slept at intervals for the greater part of the day. While doing so her posture were those of a cute child. She would curl herself up on the seat and with hands under her cheek doze for a while with her head toward the aisle; something would waken her and she would sit up a minute and then curl up again with her head toward the window; but on two or three occasions, as evidently a surcease from those too monotonous positions, she would kneel sideways on the cushion of the seat and with hands under her cheek lean against the back of it, thus becoming a vertiable little Samuel, except that her hands were under her cheek instead of before her face. Yes, he continued with a challenging twinkle in his eye, "she was a pretty, sweet-looking girl and I am not sure but that a picture of her in that attitude would not beat that of the old master?" Not accepting his challenge, I smilingly admitted that the picture was probably a beautiful one, but called his attention to the fact that he had actually seen it with his own eyes whereas he was giving me the chance to only make a mental picture. Thereupon, as if in disgust he came back at me with "I forgot that you are so warm as to be partially incapacitated. However, as everything

helps I will give you one more chance, and that on a theme that I think you will understand, you being a base ball fan.

"On the trip home my seatmate was a bright lad of about fourteen, well-bred and interesting. His manner of speech was quiet and rather reserved, but he showed from time to time a boyishness that delighted me. He asked many questions—intelligent and thoughtful ones too—about what he saw from the window in passing. He expressed a decided interest in little points that I would bring up with him. He spoke enthusiastically of the summer he had had in the Green Mountains, but was glad that he was going back to his school. He lived in our city and at one time asked if I knew how the Cub game had come out the day before. From this he drifted on to base ball lore and showed that he was even as great a fan as you are (and I doubt not but what he was a greater one) in his knowledge of the men on the ball team and their abilities. His knowledge did not seem to be confined to the one club, for he talked of the scores and the relative standing of other clubs. But what amused me was that when in the course of this talk I mentioned that I had seen a Sox game a week before leaving home, in a flash he said: 'Who pitched?' On my telling him that 'So and So' pitched the first five innings and then was taken out and replaced by 'So and So Number Two,' he remarked, 'They are always taking that pitcher So and So out! Who won the game?' Now, the Rambler concluded with a triumphant smile at me, "you could see a base ball game going on when I told you about that change of pitchers, couldn't you?" "Yes." I reluctantly admitted with a laugh; but not to let him down too easy, I added, "Nevertheless, I think the file that you you were going to tell about would probably have made a more interesting subject of conversation than what you have been telling. Of course it is too late for it now, but honestly, with your knowledge of its contents, don't you think I would have 'seen things' from it?"

"Well," commented the Rambler, as

in a thoughtful sort of way he began to look at his picture on the wall again, "there was one part of it that might have been picturesque to your languid mind. The whole thing, if you must know, hinged on a certain complaint that from investigation led certain parties

in the matter to believe was—Well, he softly laughed, "the same thing as may be said of the surrounding of my picture up there."

"Ah," I said, "camouflage."

"No," was the laughing retort, "a frame-up."

Notes of Interest to the Service

The following change of schedules of interest to our agents have taken place since the last issue of this magazine and are in addition to changes concerning which special circulars have been sent out.

Chicago, Burlington & Quincy: Overnight train service between Billings and Cody, Trains 10-11 and 12-9, has been withdrawn. Sunday service on Cody branch, Trains 14, 15, 16 and 17 between Cody and Frannie, have been discontinued. Trains 41 and 42 between Omaha and Lincoln have been withdrawn, their equipment to and from Alliance and Billings being handled in Trains Nos. 3 and 2. The standard sleeping car formerly operated in Trains 41-10-11, Omaha to Cody, returning in Trains 12-9-42, has been withdrawn.

This road also announces that the Cody Cafe was closed with the closing of the Yellowstone National Park season.

Illinois Central: Through travel on Train No. 7 is now so heavy that the handling of seat passengers from Chicago to Champaign, Centralia, Carbondale and Cairo, which has been in effect during the summer months, has been discontinued.

As has been announced by circular, St. Louis-Harbor Springs through sleeping car service that has been maintained during the summer in connection with the Michigan Central and the Grand Rapids & Indiana railroads has been discontinued.

Michigan Central: Chicago Petosky—Harbor Springs sleeping car, and the Chicago-Mackinaw City sleeping car, run to Northern Michigan points during the summer season, have been discontinued.

The through Chicago-Grand Rapids coach, parlor and dining car service is now run from Chicago daily on Michigan Central Train No. 44 leaving 5:05 p. m. (earlier departure), arriving Kalamazoo at 8:30 p. m. and Grand Rapids 10:20 p. m. connecting with G. R. & I. Train No. 3 daily except Sunday, which train has a Grand Rapids-Mackinaw City sleeping car.

Great Northern: With the close of the tourist season for 1919 at Glacier National Park changes in sleeping car service have been made in this road's Kansas City-Seat-

tle service and Kansas City-Glacier Park service.

This road has also announced that all hotels and chalets in Glacier Park, and all transportation service in the park has been discontinued for the season.

Chicago, Milwaukee & St. Paul: Buffet standard sleeping car formerly operated tri-weekly between Sioux City and Murdo Mackenzie on Trains Nos. 4 and 103 is now run daily; it being carried from Sioux City on E. C. & D. and I. & D. Division Train No. 3 daily except Saturday; on Saturday it being carried on S. C. & D. Train No. 1 and I. & D. Trains Nos. 5 and 7.

Colorado Springs & Cripple Creek District Ry.: The daily train service of this road is now as follows: No. 5 leaves Colorado Springs 11:20 a. m. and arrives Cripple Creek 2:25 p. m.; returning, No. 6 leaves Cripple Creek 3:15 p. m. and arrives Colorado Springs 6:05 p. m.

Lake Erie & Western: The operation of Train No. 20 as a Sunday train between Indianapolis and South Bend has been discontinued, it operating as a daily except Sunday train between those points, on the same schedule as formerly.

Grand Trunk: The regular fall change of time tables of this system became effective September 28th.

"Brigadier General W. W. Atterbury, Vice-President of the Pennsylvania Railroad Company, and late Director General of Transportation of the American Expeditionary Forces in France, has given an original interview to the editor of the Baltimore & Ohio Employees Magazine, which is published in the September number, issued Monday. In his talk, General Atterbury, after paying a warm tribute to the work of the railroad men who enlisted in the Transportation Corps of the United States Army, discusses features of the relative merits of French and American railroading and of the operating methods prevailing in the two countries," says a recent number of the Railway Age.

The latter then quotes a portion of the interview, from which we make a few se-

lections. Relating to the question of the French railroads being safer than ours we quote these two extracts:

" * * * Taking everything into consideration, my opinion is that, on the whole, the operation of our railroads is in reality, even safer than theirs, because of our highly developed method of train despatching, our superior signal systems, and the general and increasing use in this country of steel or steel underframe passenger cars."

"The French and the Germans, too, for that matter, are much more highly disciplined than our Americans; they have greater respect for laws and regulations. As you know, it is the breaking of the rules of our American railroads that is so often the cause of our accidents."

The following little item is of general interest in this connection:

"It is not an uncommon thing to see an engine on a French railroad which is 60 years old and still giving good service. While this is a tribute to their careful workmanship and exacting repair methods, it must be remembered that our own engines would last as long if they were not continually being discarded, before being worn out, for newer and more powerful types. In France, generally speaking, they scrap locomotives only for age; here we scrap them for obsolescence. We live faster in America, and changes in railroad operating methods and in the needs of our commerce come too quickly for us to use a piece of motive power 60 years old, even though still mechanically in good order."

In the matter of passenger traffic the following appears:

"Another thing which should be remembered in contrasting French and American railroads is the difference in the nature of the countries and the consequent difference in the kind of transportation handled. For instance, you will probably be surprised to know that just before the war the Paris, Lyons & Mediterranean, the largest privately-owned line in France, carried more passengers in a single year than did the Pennsylvania System. Yet this is not so strange when we consider the greater density of population in France and the closer proximity of their cities, both productive of a large amount of short distance passenger traffic.

"It is to a large extent because of this dense passenger traffic that they are ahead of us in the matter of grade crossing elimination. Their roads were built through populous communities where it was immediately apparent that grade crossings were a source of danger. Our railroads were laid out through sparsely settled sections and brought the growth of the cities with them. What in earlier years here was a safe method of constructing a railroad

through a thinly populated section does not continue to be safe when the population expands as rapidly as it does in the United States."

Beyond a general knowledge of sights of interest to be seen in the middle and far west, did you ever think, Mr. Ticket Agent, why it was that in the tourist season you were called upon for so many tickets westward? Did it ever occur to you that there might be an underlying, subtle, or perhaps unconscious reason for travel in that direction outside of commercialism? If not, note what Mr. Edwin M. Hadley says as to this in 'The Cherry Circle' for September, as an introduction to an article under the caption of "The Call of the West" in which he tells of a trip to the Yellowstone National Park.

"What lies beyond yon hill, oh, traveler?

A valley, and another hill,

And beyond that valley and hill?

Another valley, and another hill."

"It might be called the lure of the setting sun, for how otherwise could be explained the irresistible urge to travel toward the point where the sun sinks to rest over the western slope?

"Nearly two thousand years ago we were told of the three wise men who journeyed from the East; and from that remote period of antiquity to the present time mankind has ever journeyed westward. It was westward that Columbus turned his face; and after him came that gallant band—Drake, Raleigh, Ponce de Leon, Cortez, La Salle, Champlain, Smith, Lewis, Clark, Boone—and a vast array of others.

"It was toward the West that the Pilgrim fathers voyaged. And there you have it. All the various motives of mankind, actuating that long list of those who pioneered. For years these skirmishers fought on the advance line of western civilization; but gradually the main army caught up with those scouts, and now in our time we have passed over the farthest western line, and there lies the Pacific—and it is the East again.

"Call it the lure of the setting sun; call it by any other name—but there comes to all of us sometime in our lives the call and urge. The West is in our blood, and is not to be denied. The day of the prairie schooner has passed, and it lives today only in history and fiction; but the Gipsy strain is still in the blood of every live man, and crops out now and then, in spite of the many veneers with which civilization seeks to cover it.

"The great wide stretches, the mountain peaks, the silent streams, the vast, awe-inspiring canyons, the mad plunge of mountain waters, the majestic water falls, the geysers, and the glaciers, call us from our

desk or our workshop, and some day that call becomes irresistible and we find ourselves speeding full into the face of the setting sun, where 'the cares that infest the day shall fold their tents like the Arabs, and as silently steal away.'"

By intelligent industry is meant industry in which the worker is thoughtfully developed to his best power and rewarded in proportion; where industrial conditions are sane, healthful and co-operative; where direction is sympathetic, constructive and wise.

Where a century ago industry was looked on as the poor relation, today it is the rich uncle of mankind; it is the field marshal in the army of prosperity, and you need look no further than the industry of the people to determine their ranking place in the affairs of the world. Where the United States stands today, industry has placed her.

If you are among the enlightened workers of the land, then you have contributed to that achievement; and by your industry in the future you will continue to bespeak the leadership of the world.

The age of words has closed; the age of deeds is with us.—Dearborn Independent.

Come, fellow men, and let us praise this grand and awful time!
For we are snatched from evil days and dark careers of crime.

No matter what we say or think, we cannot get a sinful drink,
And into vice we may not sink. Oh, destiny sublime!

The cost of living has gone up, we cannot save a cent,
But what went for the toxic cup the landlord grabs as rent.
We cannot smoke our punk cigars upon the high-priced, virtuous cars, but revenue that crossed the bars
On profiteers is spent!

Though hoodlums riot in the street and bandits slit our throats,
We spend no coin in wicked "treats," for virtue has our goats.

We go out Sunday with our wives to decorate the graves
And motor cars may take our lives, but no one misbehaves.

We do not "shimmy" on the beach, we listen to the preacher preach.
We go to hear the teacher teach, and we are free from guile.

We sit and read uplifting books, while cheaper cuts the missus cooks,

We bask no more by laughing brooks—
brooks dare not even smile.

Then let us now arise and sing our sober state and blest;
Our souls are safe as anything, and that's no merry jest!

We cheer to see our days decrease, for we have hope of future peace, where goodly folk from troubling cease
And the wicked are at rest.

—Chicago Daily News.

Tender-handed stroke a nettle,
And it stings you for your pains;
Grasp it like a man of mettle,
And it soft as silk remains.

So it is with common natures,—
Use them kindly, they rebel:
But be rough as nutmeg graters,
And the rogues obey you well.
—From an Old Scrap Book.

The applicant for job as office boy presented his credentials in a manner that bespoke his entire confidence that the position would be his. The sour-looking old gentleman at the head of the establishment read the paper carefully and then surveyed the boy searchingly.

"It is certainly a very nice thing for you to have these recommendations from the minister of your church and your Sunday-school teacher," said he, "and I must admit that you look honest. All the same, I'd like to have a few words from someone that knows you on weekdays."—London Tit-Bits.

"I was put to work on the road when the boss had told me I was to have my choice of work."

'He did?'

"At least I understood him that way. He said, 'Take your pick.'"—Baltimore American.

He dreamed a dream and then woke up
And laughed, for it was funny;
He dreamed his wife had written him
And did not ask for money.

—Boston Post.

Well, if I cannot guide my life
With any settled plan
I'll take Fate's buffets with a grin
And grab what fun I can.

—The Cheerful Cherub.

Our railroads seem to resemble a certain well known sex—we cannot manage them and we cannot get along without them.—Pointed Paragraphs.

Scout—I haven't slept for days.
 Tenderfoot—What's the matter, sick?
 Scout—No, I sleep at night.—*Boys' Life.*

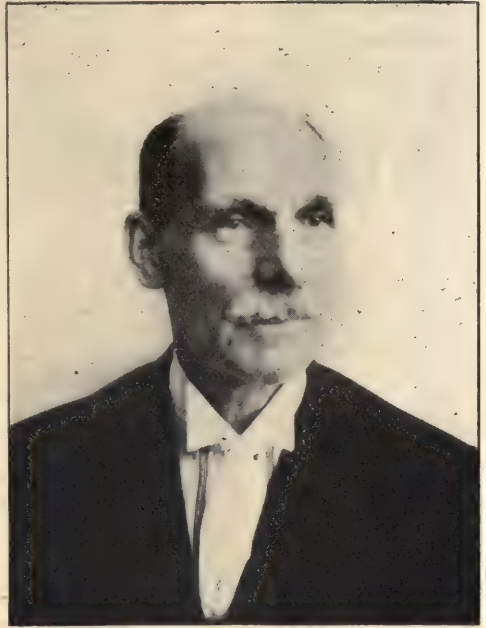
Our idea of a smart salesman is one who can sell a fountain pen to a man who can't write.—*Clipped.*

Few men are able to achieve greatness without advertising the fact.—*Exchange.*

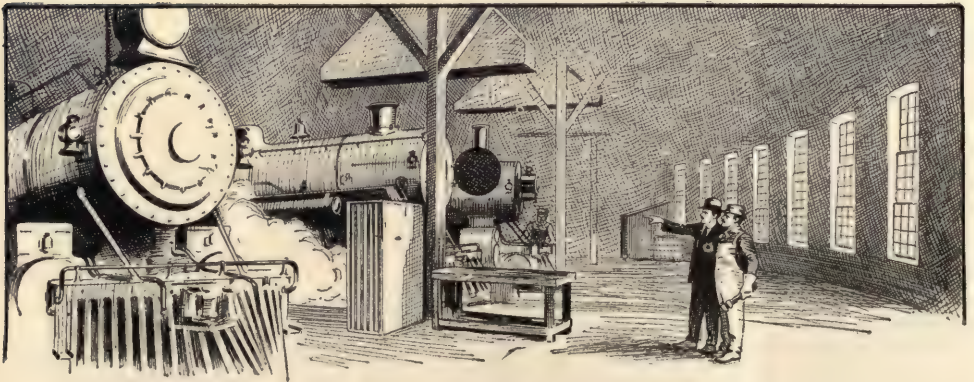
Charles Erickson.

1.—Charles Erickson, residence Chicago, 6522 Minerva Ave. Employed as Station Passenger Agent, Central Station, Chicago, for 48 years (continuous service). Was with the Illinois Central Railroad as Depot Passenger Agent, August 15, 1871, until September 15th, 1890, when he went to work for the Michigan Central as Station Passenger Agent, which job he held until being pensioned.

2.—Gathering of railroad men in Mr. Umshler's office on Tuesday, September 16th, on which occasion a substantial purse was presented to him, presentation speech being made by Mr. George Wyllie, Passenger Representative Illinois Central Railroad, Central Station, Chicago. Among some of those present: District Superintendent, The Pullman Car Lines, A. W. Giltzow; Station Master, J. O. Hovey, T. P. & T. A., W. G. Ferstel and others from the Passenger and Operating Departments.

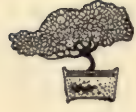


CHARLES ERICKSON.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

The Other Fellow

THERE are just two people in this world—you and “the other fellow.” You know that you are an individual unit—just one person, but when one gives thought to the personality of the other fellow he finds that his number runs into the thousands and that each and every one of these thousands are different from each other.

There is nothing new or startling in the above statement but it brings to us the thought of that other fellow and how he lives and what he does; how he has his pleasures and trials, his happy and his unhappy moments and we are led to give consideration to the matter of how much our treatment of him leads to his pleasure, or perchance, to his pain.

Knowingly and wittingly there is not one of us who would give the other fellow suffering or pain, or do him an injury. But unconsciously and unknowingly we might hurt him—and go on our way, totally oblivious to his sufferings.

The highest exemplification of the oft used term “Co-operation,” is regard for the other fellow, the holding him in mind when we do something in his department which will exert an influence on him, the rigid performance of our duties (and a little more) in order that when our work passes into his hands, he will find it well done and be able to proceed with his part of the work with a pleasant passing thought of our kindness in completely doing our part of the work.

Just insofar as we do this, do we

rightly co-operate and thereby move the world ahead a notch and by just that amount of carelessness and indifference in the performance of work do we hold the world back and make life hard and “bumpy” for the other fellow; this lack of consideration for the other fellow’s interests is just what makes all the quarrels and lawsuits.

Admitting the above statements to be true you will naturally inquire (if you have read thus far), “What has this to do with telling me ‘how to live’”? All right, we’ll just make a few applications of the above truths and attempt to prove their correctness.

Let us spit on the floor, for example, and consider what it means to the other fellow. The spit may dry and, in the form of dust, may be inhaled by the other fellow and induce within his body a disease, possibly consumption, which we ourselves may not have in an active form but which he, being a favorable subject, might have and die therefrom. There is some other fellow whose duty is to clean this particular part of the floor—he has his work increased by our careless and filthy act and perhaps, if he has just finished cleaning, will receive a “call-down” from his boss for not keeping that particular part of his floor spotless.

Now this is only a little thing but the sum of those little things is what makes us and all those with whom we come in contact either happy or unhappy, healthy or unhealthy; it would not have been

much of a task for us to have refrained from spitting on that floor and we would have co-operated thereby in making the world that much better and cleaner.

Did you ever sit in a sleeping car and watch the various men washing in the morning? We have an observation has shown us that just one man out of ten thinks enough of the other fellow to wipe out the basin and make the place fairly clean for the next man. It is only a small thing but it shows the person who is thoughtful enough to have the other fellow's interests in mind.

Let us keep right on washing hands and faces but step from the Pullman to the shop wash room. Here we have a different kind of dirt, that which is mixed with oil and grease and which sticks and hangs; how many of us think to rinse out the basin and make it fairly clean for the other fellow? Here we even find the occasional man who does not even pull the plug to let the dirty water run out.

There is still another fellow whose work is to keep these shop toilets and wash rooms cleaned up. Why not co-operate with him and at least pull the plug? It is true that men are paid for keeping things clean around the shops and offices but shall we, with total disregard for the other fellow, make no attempt to help, even worse, shall we seemingly try to keep things as dirty as possible by our careless and unthinking habits?

All these little moves on our part to help the other fellow curiously enough come right back to us and with interest on the investment, for in helping him we are helping ourselves to be cleaner, healthier and happier; think of the result of one hundred people acting harmoniously for each other's interests, people in every walk of life, in every occupation and pursuit. It is safe to say that they would be the healthiest and happiest group in their community.

The physician of the present day does not merely attempt the care of sick peo-

ple, he goes still farther and so teaches his patients how to live that they do not become sick; he teaches them that they must come to him when they have the least thing go wrong, for it is the beginning of the trouble which is most easily corrected and not when the disease has gained such headway that it cannot be stopped.

It is a good rule to adopt in the family, or if you have no family, for yourself, and that is, promptly to go to your physician and to your dentist for the beginning troubles. It is the little things which neglected that run into the serious things.

Up in the mining country of Upper Michigan there exist deep shafts through which cages filled with men are lowered to their work each morning; the cable which lowers this cage is examined from end to end every day that the miners may be sure they can trust their lives to it. Are our bodies, teeth and eyes, on which our lives depend for pleasure, toil and subsistence not worth as much as this cable—and yet we cheerfully (and foolishly) live on from year to year without once testing the soundness and working efficiency of our bodies.

In doing this we are again administering to the needs of the other fellow, for healthy and happy, we are good companions and able to earn a living, not only for ourselves but for those dependent upon us—sick and disabled, we are only a burden to the community in which we live and an extra care to our immediate families.

The other fellow idea might be carried out still further and other examples be given with benefit, but the idea, once started, will grow if nurtured, take root, bud and blossom into a beautiful growth. The application to health and sanitation is necessary for the furtherance of sanitary growth and it will do no harm if applied to other departments of our daily lives—its practice will produce lasting and beneficial results.



Source of Railway Water Supply

By C. R. Knowles, Superintendent Water Service

TWO essential features of almost equal importance must be considered in the selection of a railway water supply; quantity and quality. It is obvious that the supply must be sufficient in quantity; but secondary only to an ample supply is the question of quality.

The successful operation of a railroad using steam as a motive power requires that the supply of water be equal to the demand at all times. The consumption will vary greatly and the available supply should be sufficient for the maximum requirements with a safe factor to provide for future increased consumption. The quantity of water required is dependent on the number and size of the engines taking water, the tender capacity of the engines, the tonnage of trains and the distance between stations. Provision should also be made for water for other than locomotive supply at terminals and other points where such water is required. The immediate supply should be sufficient for a demand at least 50 percent over the normal requirements to provide for fluctuations in consumption and extraordinary movements of trains following temporary obstruction of traffic or other reasons.

In considering a source of supply accessibility is secondary to the quality of the water. An ideal water for locomotives is one that will not form scale or cause corrosion, pitting or foaming. Unfortunately nature does not supply a water entirely free from these effects, but in many cases they can be minimized by a careful selection of the supply. Consideration should always be given to

the quality of the water, rather than to the convenience of location.

No figures are available as to the sources of water supply of American railroads, but the following statistics concerning municipal supplies are given by the U. S. Geological Survey, quoting from the *Journal and Engineer*, Vol. 24, N. 19, May 6, 1908: "In nearly 400 cities located in all parts of the United States and Southern Canada, 40 percent of the public water supplies are drawn from wells; 25 percent from lakes, ponds or springs, 24 percent from rivers, and 11 percent from mountain streams impounded or otherwise. In 56 out of the 93 cities in the Ohio River Valley, and 46 out of 85 cities in the Upper Mississippi River Valley water supplies are derived from wells. Of 131 cities in the New England and Middle Atlantic states 56 take their supplies from lakes or springs; 28 from wells; 26 from mountain brooks; and 21 from rivers. The total volume of water taken from other sources is, of course, greatly in excess of that taken from wells."

While municipal water supplies are used for domestic purposes, rather than for boiler supplies, the various sources of municipal supplies may be taken as a fair average of the sources of water used for railway purposes, for the reason that the railroads are compelled to look to the same sources of supply as the municipalities through which they operate, in many instances taking their supply from the cities and towns along their line.

The water supply of any region, ex-

cept the deep underground waters from porous beds which are supplied from a source perhaps many miles away, is abundant or deficient according to the character of the rainfall. Water falling as rain may be divided in three parts: (1) A part of the precipitation flows into the lakes and streams and to the sea. (2) A part is held by the vegetation and soil and is evaporated by the sun directly, or through plant growth. (3) A third portion is absorbed by the earth and penetrates the pores and fis-

area of the United States is in the excessive rainfall class, exceeding 75 in. annually, 16 percent ranges from 50 to 75 in., 25 percent from 25 to 50 in., 30 percent from 16 to 25 in., and 20 percent less than 10 in. It is upon these figures that the normal average of 29 in. per annum is based. The difficulty in providing an ample supply at all seasons from many of the streams and other surface supplies lies in the fact that the rainfall is not equally distributed throughout the year, and during the



*Tradewater River, source of supply,
Dawson Springs, Ky.*

tures in the rocks, loose sands and clays below the surface, accumulating in the porous stratum from which it is secured by sinking wells.

The normal rainfall throughout the country has been estimated by the United States Weather Bureau at 29 in., and the area is divided in this respect into the following classifications: Deserts, or arid lands, 10 in. per year; semi-arid, or light rains, 10 to 25 in.; moderate, 25 to 50 in., copious, 50 to 75 in., and excessive above 75 in. According to the latest record, less than 6 percent of the

period of drouth, or of little rain, the smaller streams and water courses fail, often causing a heavy expense for hauling or securing water from other sources.

STREAMS.

Small streams, if sufficient in quantity, present but few difficulties in establishing a pumping station. On rivers and the larger streams, where the stage of water varies beyond the limits of ordinary suction lift the proper location of pumps, with reference to the varying stage of water, is essential to satisfac-

tory operation. The pumps are sometimes placed in waterproof pits within easy suction lift of the water at the lowest stage. Also facilities are sometimes provided for raising and lowering the pumps with the varying stages of the stream. The former method is decidedly the better one as, where the pumps are moved with the river stages, the station is little more than a temporary affair, and the costs of operation and maintenance are excessive. Streams usually carry considerable matter in suspension and the problem of protecting the intake lines from mud, sand, leaves, etc., is quite important. The matter carried in suspension by the water of streams may be removed readily by settling basins or filtrations, and the water is usually of a good quality except where the streams are polluted by sewerage or industrial wastes. Smaller streams are often affected by organic and vegetable matter, especially after a prolonged dry period followed by light rains which bring the troublesome matter into the streams, but do not flood the streams sufficiently to carry the impurities away. This condition accounts for a great of the trouble experienced from foaming and pitting, by water that is usually considered a good boiler water.

When the supply is from a small stream, whose normal flow falls below that necessary to supply the demand during certain seasons, it is frequently necessary to build impounding reservoirs in which to store the heavy spring and fall flows for use during the low periods of summer and winter. If the pump capacity is in excess of the flow, damming the stream will permit of securing the full supply by running the pump only a portion of the time, and at convenient periods instead of constantly.

LAKES.

The smaller lakes and ponds usually offer the most favorable conditions for establishing pumping stations, both as to construction and quality of water. They are affected but little by storms, and difficulties from the effects of cur-

Liberty Lake, source of supply, Princeton, Ky.



rents, common with the larger lakes, are not encountered. While the quality of the water of the large lakes is uniformly good, the effects of currents and storms sometimes cause a great deal of trouble from turbidity and sewerage pollution, as well as stoppage of intakes, if they are located near the shore. Very few, if any, intakes of railway water stations are located very far from shore or breakwaters, and as the shores of lakes in the vicinity of cities are constantly being extended, chiefly through the dumping of rubbish, these intakes are a continual source of trouble and expense. The intake of one railroad pumping station in Chicago, pumping from Lake Michigan, has been relocated four times and extended 200 feet in 10 years. Where the water was 18 feet deep 10 years ago, it is now 3 feet deep, and constant care is necessary to keep the intake from being covered by rubbish. During stormy weather or periods of inshore winds a large force of men is required to keep the intakes and strainers clean. As much as 20 tons of material has been removed from this intake in 10 hours. This condition has been brought about by the dumping of rubbish by the city, and emphasizes the necessity of extending intakes well out in the lake, where they will not be affected by conditions along the shore.

RESERVOIRS.

Impounding reservoirs are frequently found necessary for the storage of water when a suitable supply is not available from other sources. The most economical and satisfactory method of constructing an impounding reservoir is by damming up a valley, if one may be found suitable for the purpose. The cost of excavating for reservoir or constructing it entirely of stone, brick or concrete is prohibitive except where the storage of several months' supply is required. Where the reservoir is dependent either on a stream of water shed for supply, the storage should be sufficient to provide for the evaporation and absorption that will take place in addition to the normal consumption. The

evaporation will vary greatly with different reservoirs. The factors to be considered are, the humidity, area of reservoir, depth of water, temperature, proximity of forests and other local conditions. The absorption will depend entirely on the character of the surface and sub-strata, and unbroken substrata of clay or hard pan form the best possible bed for a reservoir, as the absorption through a formation of this kind is less than through any other than an impervious rock. Where a limestone formation prevails, care should be taken to see that there are no sink holes or fissures in the submerged area through which the water might escape. The rainfall will have to be considered carefully in connection with the watershed to determine the catchment area required. The size of spillway will depend on the rainfall and catchment area and should be large enough to take care of the maximum run-off over the entire catchment area.

The care of the catchment area or watershed is an important factor in determining the quality of water secured from a reservoir. The most effective method of protecting the quality of an impounded water supply is to purchase the entire catchment area. This is hardly ever practical, or possible, the chief objection being the cost, as the watershed will usually cost many times more than the reservoir. The desired result may be accomplished in most cases by acquiring all the land around the reservoir within a certain distance of the water's edge. If this strip is kept well sodded it will assist materially in improving the quality of the water, as it acts as a strainer or baffle, and prevents impurities entering the reservoir. In preparing a reservoir site for water, it is very important that all timber and plant growth be removed from the flooded area to prevent contamination of the water through certain forms of vegetable life commonly known as algae.

The dam is perhaps the most important feature in connection with an impounding reservoir and too much attention cannot be given to its construction.

The foundation must be sufficiently firm to prevent the settling of the dam. The connection between the foundation and the dam must be of the best to prevent leakage and shifting, or sliding, as, if the connection is not good, a part of the dam may slide out under pressure. Dams are constructed of various materials, such as wood, concrete, stone and earth. Earthen dams are most commonly used on account of their cheaper construction, and when properly built are quite as satisfactory as any other construction. There are several different methods of preventing leakage through, or under the embankments of earthen dams, the one most employed being a puddle wall carried from several feet below the base to the top of dam. The thickness of the puddle wall depends on the height of dam. Other methods of preventing leakage and strengthening dam are to drive a row of sheet piling through the center of the fill, or to construct a concrete core wall. Sometimes low retaining walls of concrete are placed along each toe of the slope, these walls assisting materially in preventing damage to the dam and adding to the appearance. The slope of the embankment will depend largely on the height, although it is usually carried 3 to 1 on the water side and 2 to 1 on the down stream side.

WELLS.

A deep well is not always the most satisfactory method of securing water, as, where the head is far below the surface, the cost of raising the water is excessive, but surface conditions are often such that the only available water supply is that secured in this way. Well waters, as a rule, are pure and clear, although many are very hard. A hard water is not objectionable for drinking purposes, but is unsatisfactory for boiler use. The majority of well waters respond readily to treatment and, as a well is usually drilled only when all other possible water sources have failed, there is no choice, other than to use the water in its natural state, or resort to treatment.

There is a great deal of superstition



and guesswork among well drillers, and others, relative to the proper location of wells. A popular fallacy is the indication of water through the fancied movement of a branch or twig of a tree when carried over an underground water supply. It is also a common belief that the head of water increases with the depth of the well, or that flowing wells may be secured anywhere if the wells are sunk to a sufficient depth, but experience has shown that the sinking of wells far below the principal water-bearing strata has commonly resulted in highly mineralized waters, rather than an increased head of flow.

An intelligent knowledge of the presence of underground water can be secured only by a careful examination of the locality in which the well is desired and of existing wells in the vicinity. From the existing wells and local geology, it is often possible to determine the exact depth of waterbearing strata and the quantity of water it is possible to secure, as well as the quality of the water.

The ground water level has lowered decidedly in certain sections of the country. While this decline has not been confined to any particular section, it has been marked in Indiana, Southern Michigan, the Great Plains and in Southern California. It is also noted that an artesian well was drilled in Chicago in 1864, in which the water rose to a height of 80 feet above the surface of the ground, or 111 feet above the surface of Lake Michigan. The flow in this well has long since ceased and the head has declined until the water stands 20 to 30 feet below the surface, a loss in head of 100 to 110 feet. This loss of head may be accounted for in part through the reckless waste of ground waters from flowing wells. A great part of this waste is from the casings of old oil wells. In many sections of the country, especially in Mississippi and Louisiana, hundreds of artesian wells are allowed to flow constantly to no purpose, wasting large quantities of the best ground waters. In the Southern States, with the possible exception of Florida, this waste does not appear to have materially affected the ground level of the water, but it is only a question of time until the loss will be seriously realized.

The various types of wells commonly used in railway water service are: Hydraulic rotary wells, Standard drilled wells, Jetted wells, Bored wells, Driven wells. Open wells.

The Hydraulic rotary process consists of rotating downward a string of casing with a toothed cutting shoe on the lower end. The weight of the casing on the shoe grinds and cuts away the material that is being penetrated, and the particles are carried to the surface by the water which is pumped through the casing and rises on the outside between the casing and the wall of the well. This method of drilling is very rapid in soft materials, and can be adapted readily to alternate beds of hard and soft material, the harder materials being penetrated by a drill. The process is, however, very satisfactory where the soft materials predominate,

and in such materials the operation is practically continuous.

The disadvantage of hydraulic rotary drilling is that a large quantity of water is required, the amount depending on the porosity of the materials encountered. There is also danger of passing through water-bearing stratum without recognizing the presence of water, especially when mud-laden fluid is used. The records of rotated wells are always more or less inaccurate owing to the difficulty of recognizing the different formations as soon as they are entered.

STANDARD DRILLED WELLS.

The standard method of drilling wells probably originated with the churn drill used in China centuries ago. This method is used only when penetrating rock or other hard material and consists of raising and dropping a heavy drill against the rock. The drill is rotated by hand for the first 200 feet or so to insure a round hole, after which the wind or twist of the cable changes the position of the drill automatically with each stroke. The cuttings of the drill are removed by means of a sand bucket which is constructed with a valve in the bottom which opens as the bucket is lowered, and closes as it is raised. Standard drilling is not continuous as with rotary drilling, as the string of tools has to be removed frequently to clean out the hole and change bits. It is costly and requires an expensive outfit as many difficulties are encountered in deep drilling. The string of tools is frequently lost and it is necessary to maintain an outfit of fishing equipment to recover lost tools, the fishing operations in many wells taking more time and causing more expense than the actual drilling. The advantages are that it is, adapted to drilling in all kinds of rock, is not limited to any ordinary depth, a good record of strata and water beds may be kept and all satisfactory water-bearing strata may be utilized.

JETTING WELLS.

The jetting process for the sinking of wells might be called a combination of the standard drilling and hydraulic ro-

tary processes, in a modified form. The jet consists of a drill on the lower end of the pipe with openings to allow the water to escape. The drill loosens the consolidated materials and the water washes the cuttings out of the hole. As with the rotary process, jetting can only be done in soft material. Jetted wells are limited in size and can be sunk only to a moderate depth. The method is very rapid in soft materials and is much cheaper than the rotary and other drilling methods.

BORED WELLS.

Bored wells are from 12 in. to 3 ft. in diameter and are sunk with an earth auger turned by hand or by horse power. The auger is lowered into the hole and turned around until filled with material when it is raised by a windlass or block and fall and emptied. The well is usually cased with wood or tile. This type of well is limited to a depth of 40 or 50 ft. in most localities, and as a result is dependent on the strata lying near the surface and seep water. Such a well is subject to contamination, stagnation and frequent failure during drouth.

Its advantages are that it is constructed cheaply by unskilled labor and with very little expense for tools or curbing.

DRIVEN WELLS.

Driven wells are of two types. The first, and most common type, is made by driving a strainer and drive point down to the water-bearing stratum. The water level in a well of this type must be within 25 or 30 ft. of the surface as the drive pipe is too small to permit of lowering a cylinder to the water level. On larger driven wells the casing is fitted with a drive shoe and is driven down to the required depth, the strainer placed in position and the casing pulled back until the strainer is

exposed to the sand. In driving the pipe the material is kept out of it with a sand bucket.

OPEN WELLS.

An open well is merely a matter of excavation and curbing. It can only be sunk to a comparatively slight depth except at a very heavy expense. The supply is limited to seep water and such sources as lie near the surface. The well requires frequent cleaning, and cannot be depended on during periods of drouth.

The cost of drilling wells varies with the size, depth, kind of well, material, etc., to such an extent that no figures on cost may be given that would be of any particular value. As an illustration of the difference in cost of drilling under varying conditions, a number of deep borings are given, together with borings include the deepest wells in the world.

1. Coalinga, California. Well 2,890 ft. deep. The well was carried 20 in. in diameter for 2,000 ft., followed by 12 in. and finished 10 in. The drilling operations extended over a period of 9 years, and the cost is said to have exceeded \$150,000.

2. Two and one-half miles west of West Elizabeth, Pa. Well 5,575 ft. deep, from 10 in. to 6¼ in. in size, cost \$40,000.

3. Six miles west of Los Angeles, California. Well 5,660 ft. deep, from 16 in. to 4¼ in. in size. Cost approximately \$100,000.

4. Schladeback, near Leipsic, Germany. Well 5,735 ft. deep, from 11 in. to 1.3 in. in diameter. Cost \$53,076.

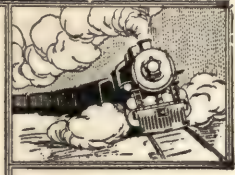
5. East of Rybuick, Upper Silesia, Germany. Well 6,572 ft. deep, from 3.6 in. to 2.7 in., cost \$18,241.

6. Czuchow, Silesia, 7,347 ft. deep. This hole cost \$80,082 and was given (1913) as the deepest borehole in the world.





TRANSPORTATION DEPARTMENT



A Successful Office and How to Make One

By R. L. White, Clerk, Superintendent Boatner's Office, Memphis, Tenn.

FEW people realize what an important part the File Clerk in an office plays in the workings of an up-to-date office of these modern times.

While very few superior officers give the question of a file clerk much consideration, yet, it is an undisputed fact that a good file clerk is the making or the breaking of an office.

Considerable care should be taken in the selection of a file clerk. First of all it is suicide to assign a clerk to a file clerk's job who has not an excellent memory and one other main feature of the file clerk is the matter of salary. In all cases the file clerk's job is one which does not call for an unusual amount of work, however, in the larger offices a file clerk should be given an attractive, but not necessarily an abnormal salary to enable the retention of such a clerk as changes in file clerks invariably cause the filing system to go down. If every official would call in his file clerk when he receives his personal mail and have the file clerk draw from "suspense" the letters which have been answered under personal cover one source of trouble to the file clerk would be removed. Other subordinate clerks get an answer to a letter without the letter or papers having gone to the file desk to have the "suspense" pulled and the result is that the file clerk is often times tracing for answers that he has already received. Lots of offices get letters merely calling for an acknowledgment of instructions, yet they purposely or inadvertently neglect

to furnish the called for acknowledgment with the result that tracing is necessary. In the superintendent's office at Memphis we make a separate file for every claim from Mr. Bristol's office dashing same off. In this way we are able to look at Mr. Bristol's claim number on a set of papers and readily tell if we have ever handled the correspondence previously. Some offices do not do this and as a result their files are bulky and hard to find. We also handle suit files and personal injury cases under the dash system which is helpful. In keeping record of accidents we keep this on book form 1,078. We use one sheet for two days entering one day at the top of the sheet and drop down half way the page for the following date. In this way we have all of our accidents in date order. If an accident report comes in five or six days after the date of the accident we simply refer to the book and enter in the blank space for that date which makes it possible to keep all accidents entered in date order. Individual tracers are easy for the other fellow to handle, however, if every office would set aside one day or part of a day per week to trace and have "all hands" trace correspondence on that day each week, provided tracing is not handled by some office member who has spare time, the correspondence answers would immediately begin to bolster up and results would begin to show. Numerous Agents and others get mail which can be answered in three minutes, however, they

sometimes side track the mail and hold it for weeks which makes it necessary to dig deeper to find the needed information and in some cases it is then necessary to answer a half dozen tracers and at the same time subject the superintendent to criticism for failure of agents and others to answer correspondence.

This is the day and time when the cry on every lip is eight hours and it is true that the majority of the people think that eight hours is sufficient to do a day's work, however, the question is, whether we are all doing the eight hours actual or being there eight hours. It is an undisputed fact that railroad clerks, as a rule are better paid than the average clerk in a business house. If you doubt

this compare the salaries of stenographers in any railroad office with the salaries paid to the average run of stenographers in business houses, preferably wholesale drug houses, and other houses of the kind where they consider in this day and time that \$18.00 per week is high pay.

Why not have everybody take a regular clean up day and get everything answered before the heavy season sets in. Co-operate with the file clerk and get all the suspense pulled. Get the right file numbers on the mail when writing the mail. In answering mail always quote the other man's file numbers and you will see an improvement in thirty days.



HARRY W. HOLCOMB

MR. HARRY W. HOLCOMB, yard master, central station passenger yard, Chicago, Ill., while assisting yard forces serve the new American Railway Express Company house, Weldon yard,

on the morning of July 31st, was accidentally caught between the buffers of two express cars and fatally injured. Owing to the physical conditions at that point, density of teams and trucks, as

well as weather conditions, Yard Master Holcomb had arranged with the engine foreman to move toward the head end where signals could be communicated along the entire train while he assisted in the cutting of cars which brought about the fatal injury.

Mr. Holcomb was actuated always with a sense of strict devotion to duty, which, together with a sentiment of kindness and justice to all his associates and others with whom he came in contact, won for him the regard and confidence of his superior officers and co-workers. He first began his railroad career with the C. I. & S. Railroad at Kankakee where he was employed in the freight station at that point, transferring his services to the Illinois Central in January, 1908, as train master's clerk, since which time he rapidly advanced, working as trainmen's time-keeper, chief clerk to the superintendent of freight service, chief clerk to the terminal superintendent, chief yard clerk Fordham yard, assistant station master, and on special work until he

was made yard master of the Central Station Passenger yard.

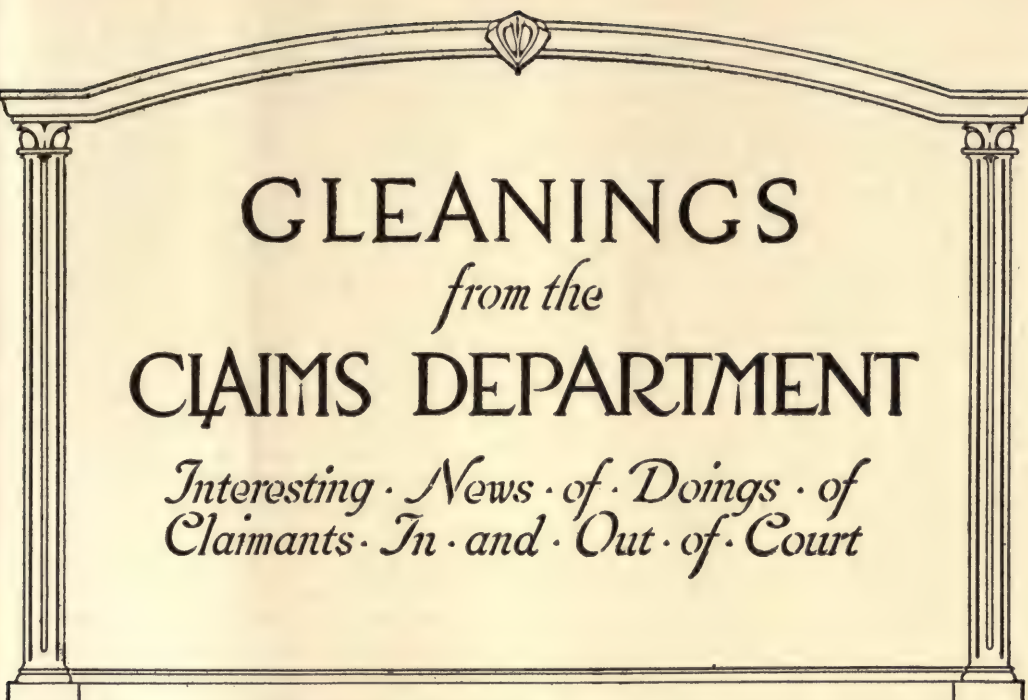
Mr. Holcomb was the son of Mrs. W. I. Holcomb and of the late Mr. W. I. Holcomb, early residents of Centralia and later of Kankakee. Mr. Holcomb was united in marriage with Miss May Jacobsen who survives him, as does also one little daughter, Marie. He is also survived by two brothers, Edward and William, the former serving with this Company in the capacity of train master of the Eldorado District at Carbondale, and one sister, Mrs. Florence Simmons of Kankakee.

Masonic services were held at his home in Chicago and also at Kankakee, at both of which places came many friends to do honor to their esteemed friend and associate. The floral offerings were most beautiful and bore silent testimony to the high regard with which he was held and were many in number as were also telegrams and letters of sympathy from friends and officials of the Illinois Central Railroad.



In the Residential District, Effingham Illinois





CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Woman Attempts to Play With a Dog, Result: Claim Against The Railroad

Mrs. T. Jenkins, of Chicago, was a Labor Day visitor at one of the prominent cities on the Illinois Central in Illinois. There were great crowds visiting at this place on Labor Day. Mrs. Jenkins, while waiting at the depot for the train for the return trip to Chicago, became playful with the baggageman's bull terrier, a very affectionate dog. She called the dog to her and the dog responded by jumping up into her lap. Then there was immediate consternation and the attention of the crowds was attracted to the lady "shooing" the dog away in quite a violent manner. After returning to Chicago, Mrs. Jenkins put in a claim for \$40.00 for a "rend" in her dress which could not be repaired except with \$40.00 in cash. The Claim Agent wrote up the case as follows:

"This woman was at the station at the time and was sitting out on a

baggage truck near the baggage room in company with a Mr and Mrs. Brown. They must have been a sort of a mussy set, eager and anxious to engage in a set-to with somebody, and finding no human beings willing to meddle with them, they usurped the occasion to slander an animal that for ages has humbled and distinguished itself without livery or badge as man's most faithful friend.

"This woman says that while waiting on the station platform for a north-bound train, a bulldog jumped on her and tore her dress. She had a ticket and was bound for Chicago. Dress cost \$40.00; cannot be repaired, at least not by this haughty dame that despises a dog. She says the dress was torn all the way down the front. She denies having called the dog to her.

At this point the depot baggageman

enters the drama. He is a very pleasing sort of a gentleman who had with him at this time a little brown Boston bulldog. Of course, when it comes to a thing of beauty or creation of embellishment, I would never award this particular dog any of the bonus money wherein dogdom might be involved, but I have seen him night after night about the depot with his homely features, his dazzling, bulging eyes, and a nose so crooked as to be an absolute pollution to physical fitness. His little humped back and contemptible little tail all contribute to make him what I would term a third or fourth class dog. But dog he is, and the baggageman had him along with him there to try and overtake wayward rats that might seek to locate where the baggageman had placed his midnight lunch. There the dog lay in that little compartment that makes the office for the baggageman, and outside of this place and about the station on the truck sat these folks of dog-disliking proclivities. But some one of their number overstepped the good breeding of the family traits and ancient customs and hailed this dog in the ordinary dog language that mongrels of this tutelage comprehend and usually obey. It was then that the dog deserted his master's lunch basket, his guard at the rat-hole and betook himself to the duty of locating the fond expression that had lured him to contamination. True to the instincts of his nature, he jumped up into, or onto, the lady's lap, and made a 'rend' in her garment about three inches long, not all the way down the dress as she states, but about three inches long. So far as I am aware, I can recall but two great rends in history that were severely complained about. This one and the one wherein Anthony called attention to the rend in Caesar's body made by the infamous Casca. Outside of this, rends have been unpopular.

"This all happened the evening of September 1st, Labor Day. I had oc-

casation that night to be at No. 2 myself, although I did not see the 'rend,' but there were about 250 people waiting for No. 2, extra cars were placed on the train, and every available place was taken in the waiting room and also outside of it. The gentleman with this woman said to the baggageman as he asked for the use of the truck: 'It is up to the I. C. to furnish seats.'

His frame of mind under extraordinary conditions was then out of harmony with his surroundings and the situation; he was the one man who should have been provided with a seat; all others might stand, or, should someone observe that he, he with the dog disdaining nature, should perchance, by reason of the special occasion, be on his feet, then and there it became the immediate duty of those in charge to hire davenport and Morris chairs and other special equipment that the duty owing him might be fulfilled. But, admitting all this to have been true, some one of their sacred set uttered some dialect that filtered past the unbecoming snoot of that cur and struck his keenness as a command to stand at attention, and forthwith he forgot a rat was in that precinct and did straightway bound upon this woman's lap. It was here that he tore a \$40.00 'rend' in just one bound. It was then that one of the more genteel and refined of the ladies of the party suggested that it might be in harmony with the situation to have the male appendage of the group whip the baggageman, but after giving the baggageman the 'once over,' as it is called, the male member intimated that he differed with her ideas about that very much, and encouraged the sentiment that they all continue in mutual hostility toward the dog, as it would be more easy to explain to home folks about that awful 'rend' in the skirt than to exhibit numerous and sundry 'rends' that even the savagery of dogdom would hardly be able to inflict, so they made common cause against brute instinct rather than challenge

the faculties of genius. But, unknown to the baggageman, and at the behest of somebody who uttered some dog language, the dog jumped up on the lap of this woman, and one of its paws, not having been manicured to match his intelligence, did 'cause a small 'rend' in her skirt.

"It so happened that about this time Miss Jones, daughter of a very prominent citizen, long engaged in Red Cross work and administering to the needs of the passing soldiers, was at the station on her usual mission of feeding and caring for these home-bound boys. She stood by and saw what took place and wrote me a letter, which gives even a more picturesque aspect to the narrative.

"Miss Jones tells about the 'little dog' jumping into the lap of this woman; that she had been petting the dog, and that these dog-haters were seated on a truck outside the baggage-room on the station platform, and even then the attitude of this dog despoised attracted her attention, for she says she thought she was a woman who did not like dogs and could not understand why she would be inclined to pet and comfort the mongrel; all this was loathsome and beneath the placid and docile temperament of this molly-prop of a woman. I can see her now. How grand were her words of ennobling and germane expression. Her sentiment was to 'bust the baggageman one in the gib and sink her pumps into the slats of that canine.'

"Miss Jones says she thinks this woman called the dog, (believes that she heard her do so) and next was that awful 'rend' and some commotion, and then she saw her jump up and heave the varmint from her engaging lap. Here was tragedy enough. Then Miss Jones says that she could see that the Chicago woman was upset.

"This woman is a specimen of that class of individuals who exposes a lot of primary affectations of secondary importance. She lives for the purpose of 'doing' somebody, for self-gain, to injure and make others feel her will.

In that crowd of 250 that night, she was the one that supported a seat; the others stood; it was 'up to' the I. C. to furnish seats, from where she did not care, nor from whence. She became irritated at the baggageman and wanted him to suffer at the hands of somebody, then nature manifested itself in a natural manner through the medium of a dumb animal and at this she rebelled, and for this seeks a certain sum in revenge, a thing she brought upon herself by summoning the dog to her side. She denies it, but Miss Jones thinks she heard her, and anyway my faith in her veracity would be at a low ebb when compared to the veracity of the ministering angel who comforts a nation's defenders.

"This woman claimant wants to make somebody smart, to gain, to profiteer, to get something without much outlay. She does not understand that if this baggageman had this dog there without authority, and to no service connected with the duties which he performed, then, and under those circumstances, he alone would be liable and no one else, but that is not of much concern to the leading lady of this story."

BLINDFOLDED.

"No man would be fool enough to walk unattended through a railroad yard and across tracks where cars and engines are likely to move at any minute with his eyes blindfolded," says George Bradshaw, the safety engineer.

"But scores of railroad men are injured and killed every year doing what amounts to that very thing—yes, sir; that very thing. Only instead of tying a bandage over their eyes, they blindfold themselves by inattention.

"When you cross a track *without first looking in both directions* to see if the way is clear, what good do your eyes do you? When you come to the 'danger zone' (which is the space between the rails and about three feet to the side), unless you turn your head you are *totally blind* to every

thing along that track except for a space of about eight or ten feet in front of you—and that view is not enough for your protection. The only reason your head is set on a ball and socket joint instead of a hinge joint is so that you can move it to each side. If you had to turn your entire body in order to turn the head, it would be quite an effort, but it requires no appreciable effort to move the head to the side; and, of course, it's not to save effort that men fail to look, but because they overlook or fail to appreciate *the necessity of looking*. They *blindfold themselves by inattention*.

"No man knows better than an experienced railroad man, if he will only give the matter a thought, how silently a light engine, drifting, can steal up on one or how quietly a cut of cars may move along.

"The only safe way is to look—look in BOTH DIRECTIONS, and look before crossing any and every track. And when you must walk lengthwise through a yard walk between tracks, not between the rails of a track.

"A report has just been received from an Eastern road which states that of all employes killed on that line last year, *one-fourth* were killed in this one way—being struck by cars or engines. On *all roads* this one cause stands out with ghastly prominence."

THREE COLD DEPOT VERDICTS.

Following the summer vacation of the courts, hostilities against the government, operating the Yazoo & Mississippi Valley Railroad, were inaugurated and the first guns fired at Marks, Miss., during the fourth week of August.

There were tried three suits brought by a lady, her mother and her little daughter for \$3,000.00 each. These plaintiffs, it seems, are members of the family of a farmer living near Belan, Miss.

About 2 A. M. on the morning of December 20, 1917, they started with

a hired Ford and driver from Belan for Coahoma, Mississippi, a distance of thirteen miles, to catch Y. & M. V. train No. 12 for Memphis, which was due at Coahoma at 4.23 A. M. They reached Coahoma about 3:30 and went to the depot which was open but no one in attendance and, they say, no fire. A little later the ticket agent came in and they asked him to build a fire, but there being a number of passengers waiting by that time to purchase tickets for the south bound train due at 3:55, he admitted, he told them he did not have time.

Train No. 12 was an hour late, so they were at the depot about two hours before the train arrived, during which time they claim no fire was built and that they all suffered greatly from the cold. They went to Memphis, one of them shopping all day and returning to Belan that night. The other two went over into Tennessee on the Southern Railway and visited relatives until after the holidays. However, all say they caught cold and had to have a doctor once or twice.

Of course, it is pretty hard to determine whether the thirteen mile ride in the Ford automobile around 2 A. M. with the thermometer about thirty, or the two hour wait in the depot where they were sheltered from the wind, produced their colds or what portion of their suffering was caused by the ride, and what portion by the wait in the depot. Experience shows that injuries usually give plaintiffs the benefit of such doubts in returning their verdicts. In these cases substantial verdicts were had, but still their net recovery will be considerably less than the company offered in compromise.

It was clear, however, from the evidence, that the agent in question did not perform his duty. Had he done so there would have been nothing for these people to have complained of, the suits would never have been brought and the company would have saved a considerable sum of money besides the undesirable advertising which

such trials give it. It is greatly to be hoped that every agent on the system who happens to read of these cases will be impressed, if he needs to be, with the great responsibility which rests upon agents to prevent cases of this kind. Undoubtedly these plaintiffs and their witnesses greatly exaggerated all of the circumstances connected with their experience and their physical ailments arising from same, as they testified to discourteous and gruff treatment by the agent and to the fact that they not only repeatedly requested but begged him to build a fire and that one of the ladies finally offered to build it herself if he would let her have access to the stove in the office, which he declined to do.

In interviews had with them following the filing of suits they admitted that the agent was in no way discourteous nor gruff and that they only mentioned a couple times that there ought to be a fire; hence the statement that they no doubt magnified the details in their testimony upon the trials.

Had the agent reached the depot on time and built a fire the plaintiffs would have been denied the opportunity of giving their imagination full range in court trials against the Railroad. Every employee should constantly have in mind that many patrons gladly and eagerly seize upon every experience of this kind to file claims or suits, irrespective of any extenuating circumstances on the part of the Railroad or the fact that no harm, or but little harm resulted. Many thousands of dollars are paid out each year on claims and suits for failure to have depots open, warm and lighted and also to have cars comfortable. Agents and passenger trainmen can save a lot of money by the exercise of the highest degree of care in this respect.

RAILROAD WINS.

John LeRoy Cannon, of Nokomis, Illinois, driving a Dodge roadster, col-

lided with a cut of cars being shoved by engine across Second Street Crossing, Pana, Illinois, 9:50 A. M. October 11, 1918, resulting in his sustaining a few bruised places on his face and body and the automobile being totally destroyed. The accident occurred at the first crossing south of the depot at Pana, known as Second Street crossing.

Cannon was returning from Pana to his home at Nokomis, going west, and drove his automobile on the tracks directly in the path of a cut of cars being shoved south. The automobile was struck by the leading car and dragged about 160 feet before the train could be stopped. There was a switchman riding the advancing car, who yelled at Cannon, but he paid no attention to his warning. In addition, there was a crossing flagman who made frantic efforts to stop Cannon, but without success. Witnesses say that the cars were moving about five or six miles an hour, and Cannon was driving his automobile at about fifteen miles an hour.

After the accident, Cannon addressed a letter to the Claim Agent, reading as follows:

"I am now ready for a settlement, and if you can settle for car and other damages, come down and we will try to get together; otherwise, it would not be necessary, and I must have settlement for car. Yours for business."

After receipt of this letter, the Claim Agent was instructed to call on Mr. Cannon and advise him the Railroad did not feel that the accident was the result of negligence on their part, but rather than be bothered with the expense and trouble of a law suit, they would pay him \$150. Mr. Cannon promptly refused to consider any such proposition, and immediately employed an attorney. The attorney made a demand for \$2500, claiming the automobile was worth \$1000 and that his client was permanently injured. He refused to accept, in compromise, less than \$2000, and filed suit in the Circuit

Court of Christian County, Illinois, against the Director General of Railroads, for \$15,000, claiming that his client incurred \$500 in medical and hospital bills, lost a Dodge automobile, worth \$1500, and was otherwise injured to the extent of \$15,000.

The case came on for trial at Taylorville, Illinois, September 17th, at 2:00 P. M., and the plaintiff proved by himself and two witnesses that as he approached the tracks, there were some cars moving on the main line, which obstructed the view of the approaching cars on the passing track. Furthermore, that the crossing flagman gave him the signal to come ahead with a cloth flag signal. However, it was proved by the Railroad that the crossing flagman was in plain view with an iron stop sign over his head, and that there were no cars moving on the main line to obstruct the view of the approaching cars on the passing track, this being a physical impossibility on account of the method of working the interlocking plant across the Big Four Railroad.

The plaintiff also introduced a medical expert witness from St. Louis, who testified that plaintiff was suffering from permanent injuries, and on cross examination, this witness admitted that he was being paid \$100 per day to attend the trial for two days. The Railroad introduced testimony showing that the plaintiff was not seriously injured, and that the accident was the result of his own negligence; also, some of the plaintiff's neighbors testified that he was able to be about his work as usual within a short time after the accident. The jury returned a verdict in favor of the Director General of Railroads.

The actions of Mr. Cannon indicated at the very beginning of his trouble, that he was looking for trouble. It may be well to mention that had he attended to the business of looking out for his own safety, when attempting to cross the railroad tracks, it would have been more beneficial, than the position

taken at the termination of his letter to the local Claim Agent, when presenting his claim, i. e. "Yours for business." He not only gave himself a good deal of business to attend to, by bringing this suit, but also his attorney, the Circuit Judge, the twelve jurors and the representatives of the Director General.

CAREFUL INVESTIGATION CAUSES NEGRO TO DISMISS SUIT FOR DAMAGES.

Malinda Gardner sued the Director General, operating the Yazoo & Mississippi Valley Railroad, for \$500.00 in the Circuit Court of Warren County and stated in her petition that on December 8, 1918, her husband bought a ticket for her from Doddsville to Marks, Miss. As she got on board the train she gave the conductor her ticket for which she received a check, but at the next station the conductor again demanded fare and when she undertook to explain that she had paid he cursed and ejected her from the train, compelling her to walk ten miles through the country carrying a suit case.

Claim Agent Jolly promptly looked Malinda up to get more details of this harrowing experience which she carefully and glibly provided, her statement being taken down by a court reporter. She not only stoutly affirmed all the facts as set out in the petition, but in addition said she offered to pay her way, that it was raining when she took her ten mile walk; that she had been staying at her father-in-law's out in the country from Doddsville picking cotton and that she returned there after ejection from the train, spent the night, leaving for Jackson the next morning. She also furnished the name of a negro man who was on the train and who corroborated her story. The wealth of detail furnished regarding the whole transaction, and particularly the ease with which she repeated the various cuss-words addressed to her by the conductor would very readily

have convinced the unsophisticated that she was telling the truth. Her husband was seen and corroborated her story about purchasing her ticket and putting her on the train, but said he did not accompany her, also that he returned to the place where they had been staying in the country and that she came back there that night and told the story of her ejection and walk.

The colored witness on the train named by Malinda was interviewed and he accomodatingly corroborated her story about seeing her give the conductor the ticket, fare later demanded and her being ejected, but he refused to support that part of the story about her having offered to pay her fare and the conductor cursing her and said it was not raining; that instead of carrying her heavy suit case she left it on the train and he took charge of it for her and delivered it to her.

A visit was then made to Malinda's father-in-law and a statement taken from him, from her mother-in-law, her two brothers-in-law and her sister-in-law to the effect that they had taken her and her husband to Doddsville the day complained of and that so far as they knew both got on the train to go to their home at Jackson and that they had not seen nor heard anything of them since until the claim agent called for the statements; that neither of them returned that night and told the story of being ejected from the train.

The case came on for trial September 17th and the defense was present

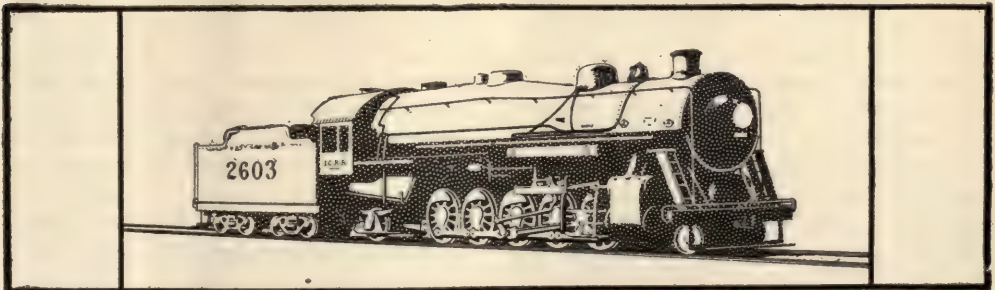
with all witnesses. The plaintiff did not appear and her attorney took a non-suit.

All that the case cost the plaintiff is disappointment in not realizing on her ingenious story. The railroad lost the expense of the investigation and the time and expense of witnesses taken to Jackson. Of course, the plaintiff sued under the pauper's oath so that she can not be taxed with the costs.

A GOOD LAW IF ENFORCED.

Attention is called to the following extract from the ILLINOIS RAILROAD-HIGHWAY CROSSING LAW:

"Upon approaching any highway crossing of a railroad at grade, the person controlling the movement of any self-propelled vehicle shall reduce the speed of such vehicle to a rate of speed not to exceed ten miles per hour. At all grade crossings at which 'Stop' signs are placed, the person controlling the movement of any self-propelled vehicle shall bring such vehicles to a full stop at such 'Stop' sign before proceeding over the railroad tracks. Failure to bring such vehicle to a full stop at such a crossing before passing over the tracks of the railroad, as herein provided, shall be deemed a misdemeanor and the person guilty of such misdemeanor shall be subject to a fine not to exceed ten dollars the proceeds of fines so collected to be paid into the county treasury and used to maintain the highways of such county."



Purchasing & Supply Department

Thrift

By W. D. Stokes, Assistant General Storekeeper, Memphis,
Supervisor of Stores, Southern Regional Purchasing Committee,
United States Railroad Administration.

THE coiner of the phrase—"A place for everything and everything in its place." was, no doubt, forced to that conclusion by something that had gone wrong. What this was is not of much consequence—it may have been some domestic irregularity. At any rate, it appears to be wholesome advice which can be appropriated by railroad employees to good advantage.

The Railroads purchase annually materials and supplies totaling in value enormous sums, for the sole purpose of conducting operation and maintenance in such a manner as will enable them to successfully carry on their business of selling transportation. These are paid for with cash, are liable to taxation, insurance and loss by various avenues such as deterioration, waste, obsolescence, theft, etc. The protective stocks carried on hand, made up of the difference between purchases and issues and necessary to maintain to provide a safe working margin as well as guard against adverse market conditions and waste of labor, represent a goodly percentage of the total expenditure and ordinarily comprise a ninety-days' supply, calculated on the basis of average monthly consumption.

It is acknowledged that an investment of this kind is a necessity and that the machinery of the Railroads cannot properly function unless the

stocks are distributed to the best advantage. It is further realized that there is a clearly defined line between extravagant outlay and conservative purchasing. While a dollar laid out for unnecessary material is not essentially a total loss, nevertheless it takes from the treasury one hundred cents which could be temporarily used for more valuable purposes. There is also the inevitable interest on the investment which should not be overlooked.

The question that naturally arises is, how are the desired results to be obtained—to what extent can each and every employee assist in safeguarding the cash outlay? What is good for the employer is undoubtedly beneficial to the employee. If a concern is losing money, there is small chance of the wage-earner profiting by the situation.

It is a safe statement that little short of one hundred percent of an organization are users of either material or supplies in some form. Granting that all are interested in seeing that the maximum life or value of such items as they are required to use is obtained, either by the initial user or subsequently, it is altogether a matter of education as to their issuance, use and care.

The writer has had unusual opportunities for observing the methods em-

played in these matters throughout a very considerable section of the country and believes that the benefit of the experience will be acceptable to all concerned. There is no disposition to localize. Conditions which may be corrected or improved are not confined to any particular locality. A great deal may be accomplished by careful consideration of the subject. That which is being strived for requires the united efforts of the entire rank and file. The user of material is the individual who is responsible for causing purchases. It is not altogether what is used, but more frequently what is not used, that really disturbs all calculations and results in loss.

On well managed Railroads the ordering, care of and distribution of materials is delegated to a specialized department. Distributing stores are established at convenient and designated locations. The officer in charge of these must have a clearly defined knowledge of what will be required, where it will be required and at what time. Primarily information as to average consumption is requisite. This is obtainable only through a knowledge of what is periodically on hand and what has been previously ordered and received, compelling an orderly arrangement and consequent good care. There is no difficulty in arriving at this result at base points where facilities are provided for taking care of the business. If this constituted the entire scope of the work, it would not be a complicated matter to control the purchase of staple items. The stock record maintained at stores is calculated to, and does, take care of this matter very effectually.

There are two kinds of stocks to be considered—one under the immediate supervision of the Storekeeper or located at stores or other places in charge of members of his organization—the other, scattered elsewhere over the entire railroad, either shipped from the stores on regularly approved requisitions, usually calling for imme-

diately delivery and ostensibly for current use, or serviceable second-hand material released from work. These last named are in charge of various maintenance forces and are located at car repair and inspection points, round-houses, roadway tool houses, in division repair care and shops or other similar places. The opportunity for intelligently controlling these is not so good by reason of not having a close line on the facility with which they are being used. It is expected that there will be carried at division stores sufficient stock with which to fill requisitions for these places, consequently it is clear that there is an unnecessary duplication of items to the extent of the materials on hand at each location in excess of actual needs, and this should be returned to stores for redistribution to points where actually needed, thus saving purchases to an equivalent extent.

Much can be accomplished by careful ordering on the part of the user. It is, of course, understood that it is not always possible to anticipate exactly what will be needed, but it is certain that experience in uses should aid in making possible a reduction in the amount of material tied up, bearing in mind that in the case of standard items a quick delivery may be obtained in emergencies.

By reason of change in standards, a number of items become obsolete and worthless except as scrap. These can be reduced by close team-work between the stores and maintenance departments. The material on hand for old standards, about to be discarded, should be, as far as possible, used up and disposed of before change is made and the stores department given ample notice of contemplated action in order that further supply will not be purchased to replenish stock of items for which there will be no demand.

Aside from such material as is held on hand as miscellaneous points, as

above referred to, there is an unknown quantity of considerable proportion in what is usually termed scrap. This consists of parts of equipment either broken or dropped on line or road, and material of all kinds discarded or released in the course of maintenance work, located promiscuously. It is not strange that its value is not generally understood nor that the importance of recovering and putting it in line for future use appreciated. The fact remains that every piece of material, regardless of appearance, has a value. It may not occur to the inexperienced that it is worth salvaging, nor that allowing it to remain inactive is causing the purchase of new material. Every supervising officer, regardless of rank, can well afford to give some time to the matter of policing switching yards, right-of-way, shop and station buildings and grounds, miscellaneous company buildings, discarded equipment, camp and work cars, etc., in order that scrap, surplus and obsolete material shall be picked up, assembled and shipped to the place designated for handling—in other words, the storehouse scrap dock.

The advantage of cleaning up a railroad should show in various ways other than by saving purchases. It will make the premises something to be proud of. It will increase the morale of the employe by educating him to understand that cleanliness and thrift are as essential in his work as in his home life and that there is a proper place for everything. It should create a friendly rivalry which may be encouraged by complimentary mention on the part of officers in charge of such matters.

As picked-up, mixed scrap and serviceable material is received at destination, no time should be lost in making the necessary separation. There is no logic, other than for the moral effect, in cleaning up the Railroad, if the accumulation is to be permitted to remain idle at centralized locations.

The scrap may readily be converted into cash, by sale, at maximum prices, by sorting and loading it in classes by carload lots. Reclaimable material should be attended to without delay, in accordance with advice given by the stores department as to requirements, in order to prevent buying new material. If this is not practiced, there is liability of using high-priced labor in making up excessive quantities of items which in some cases may ultimately be scrapped or kept on hand sufficiently long to cause a loss on the interest on investment. In issuing supplies, serviceable, second-hand or reclaimed material should always be first disposed of. It would seem that it should be a supervisory duty to know what is being done in this respect.

The facility which probably affords the greatest opportunity for keeping the line of road clear of surplus and scrap, and for supplying material wants at isolated locations, in accordance with requirements, is the supply train. It is run sufficiently often to render the service required of it. Acting as a traveling storehouse for such items as it dispenses, there is no reason why it should not be of the greatest value in satisfying needs and at the same time preventing extravagance. It should be properly officered and incidentally a considerable amount of business ordinarily carried on at long range may by this means be much more satisfactorily disposed of on the ground. An exchange should be affected on tools and certain supplies as issued. If requisitions are properly prepared and supervisory officers make the right kind of inspections, there should be no reason for shortage of tools or equipment, nor for an over-supply. Policing, cleanliness and tidiness inspections can be more systematically made at this time than probably any other.

Everyone who has to do with using material should have an idea of its value. Recognizing the prices that are being paid to-day, too much care

cannot be exercised in properly protecting property from loss by careless handling, deterioration or otherwise. It is not hard to determine what articles should and should not be left out in the weather or kept off the ground and free from dampness. Special attention should be given the piling of lumber, oiling of metal parts—particularly such as are threaded—and various other methods of prolonging the life of material which **MUST** be carried out of doors. Compelling a place for everything and keeping it in its place will enable a ready check which cannot be made if articles are mixed up indiscriminately. If the same amount of pains were taken in the care of Company material as would be exercised if it were individual property, no doubt a considerably longer life would be the result.

To the economical use of both material and supplies no doubt a great deal of thought has been given, as it should be. Consideration as to whether an item can be made serviceable by attention rather than thrown away—to the amount that will do the work satisfactorily—to whether it can be used a little longer rather than discarded for new, and to the use of repaired material instead of new wherever possi-

ble, will all have a part in cutting down purchases.

There are frequent cases of material being damaged in transit by rough handling. Some of it is due to improper loading, however, not always is this the case. Company material may not at all times be loaded in carload lots, and train crews, agents and others should give L. C. L. shipments the same careful attention as is demanded of revenue freight, both with reference to preventing damage and permitting it to go astray. Consideration should also be given to the matter of prompt handling and the expense incurred by reason of delays to shipments. All of these details enter into the item of unnecessary cost.

It is all a question of continued perseverance. No doubt the majority of employees are anxious to do all they can to save. Give the "place for everything" idea the amount of study it deserves and see what can be done. If an item is not working, find out why and whether it cannot be made useful elsewhere. The quicker the turnover in the material investment, the greater will be the net earnings of the railroad. That is what makes the prosperity which is good for both employe and employer alike.

Things We Should and Should Not Do Watch Your Step!

"Smoke up" and unload that Company material! There are six loads for every empty car available.

Don't order cars set for loading material until absolutely necessary. Cars should be loaded the same day set.

Don't stop work ten minutes before the whistle blows, the clock strikes or the bell rings. No one will steal your lunch!

Get all of that oil out of barrels when emptying. The Company paid for it—why lose it?

Why ride so much just because you can travel on free transportation? Ride only when necessary.

Don't abuse the car inspector because he shops a car. Such timely repairs may save a life, a limb or avoid an accident.

Keep yourself busy—the time will not pass so slowly!

See that oil receptacles are kept clean, as well as founts for lanterns, etc. This will help in many ways in maintaining good signals. Sometimes

it is the receptacle and not the oil which is the cause of the trouble.

Black smoke is expensive. Watch your stacks on locomotives and power plants.

Correspondence should be short and to the point. It will save time at both ends.

Why load tinware on top of castings so that enroute the castings will be on top of the tinware?

Do you load rough freight in grain cars? You may not, but others do.

Let everyone help reduce Company loads on the System. Cars are in great demand. Talk to shippers to load and release cars promptly. Let's switch cars without delay. Pull them out immediately after empty. **KEEP THEM MOVING!**

Clean those dirty windows! You are responsible—you know where they are.

Goodbye—will see you in the NOVEMBER issue.

FROM THE LAW DEPARTMENT



Demurrage as Compensation and Penalty for Detaining Cars Beyond Free Time. Incidentally, Its Effect on Car Shortage

By A. P. Humburg, Commerce Attorney.

One must look to maritime law for the origin of demurrage since transportation by water preceded transportation by rail. Demurrage is there defined as an extended reward to the vessel in compensation for the earnings she is caused to lose by her improper detention. For many years, even as late as 1904, it was contended by those persisting in turning freight cars to warehouses and who looked only to the letter and not to the spirit of the law, that demurrage was confined to transportation by water, that it had no application to transportation by rail, in the absence of statutory provision or express contract with a shipper wherein he agreed to pay demurrage. Some of the courts held this to be the law, thus overlooking the fact that while fundamental principles do not change, conditions are constantly changing, and that there is a "living law," namely the proper application of old principles to new conditions. However, in 1904, when the question was again presented, the Supreme Court of Illinois held that, considering the carriers as public agencies discharging duties in which the public is interested, including the duty of furnishing cars, and considering also the state is interested in the prompt and proper carriage of its products and the commerce of the people, it seemed reasonable to the court that rules and regulations adopted for the proper discharge of that public duty, where not violative of positive law, should be sustained; and it was further held that the existence of a lien upon carload freight for demurrage need not be based on specific contract but may arise by implication from the relation the carrier sus-

tains as warehouseman after its duty as a carrier ceases. (*Schumacher v. C. & N. W. Ry.*, 207 Ill. 199.)

Later, it was contended that demurrage charges are local state charges, not within the jurisdiction of the Interstate Commerce Commission, though arising in connection with interstate commerce; but this proposition was put at rest by the Supreme Court's holding in *McNiell v. Southern Ry.*, 202 U. S. 543 (1905) that federal authority is exclusive where the transaction pertains to the transportation and delivery of interstate freight; that the transportation of such freight from another state and which had not been delivered to the consignee but remained on the track in the condition in which it was originally brought into the state is not completed and is still within the protection of the commerce clause of the Constitution.

Thereafter, progress toward uniform of charges and their enforcement was more rapid. In recent trials of cases against the Director General where the reasonableness of the demurrage rates is involved, it was shown that prior to 1887 no demurrage was imposed for detaining cars beyond free time; that concerted efforts were then made at the more congested terminals, through Demurrage Bureaus organized by the roads in interest, for the purpose of enforcing more expeditious loading and unloading; that there was no uniformity in either regulations or charges; that this resulted in unfair preferences, even at the same terminal; that following the Interstate Commission's conference ruling of March 16, 1918, to the effect that charges applicable to interstate shipments are governed by the Act to Regulate Commerce and therefore within its jurisdiction and not within the jurisdiction of the state authorities, the National Association of Railway Commissioners lent its co-operation with a view to establishing uniform rules, state and interstate; that for this purpose there was appointed at the Association's 1908 meeting a committee, of which Franklin K. Lane, then a member of the Interstate Commerce Commission and now Secretary of the Interior, was the Chairman; that at the Association's 1909 meeting the report of that committee was adopted, and that this report was endorsed by the Interstate Commerce Commission, also by the American Railroad Association, and the Uniform Demurrage Code was thereupon, in 1910, put into force on practically all roads in the United States. Every important change since then made in the Demurrage Code resulted largely from conferences between the American Railroad Association, acting on behalf of the carriers, and the National Industrial Traffic League and the National Association of Railway Commissioners, acting for the shipping public—all with the view to securing uniformity and the greatest possible benefit for shippers and carriers alike from the use of the carriers' available freight car equipment. The Interstate Commerce Commission gave its tentative approval to the Code of 1910 and to subsequent changes, in recognition of the fact that these regulations are intended as a means of conserving freight cars for their legitimate use as vehicles of commerce and to prevent their improper detention as private warehouses.

The Interstate Commerce Commission has held that an obligation rests upon the carriers so to conduct their business that all of their patrons shall be accorded, without discrimination to any, the fullest and freest use of their equipment and facilities, and if coercive measures become necessary to accomplish that end, they will be viewed with favor by the Commission so long as they are reasonable and subject none to undue prejudice or disadvantage; that it is not intended those measures shall be so liberal as to defeat the end sought to be attained but that they should operate to stimulate a shipper to aid the carrier in serving all shippers (*Peale v. C. R. R. of N. J.*, 18 ICC 36); that a shipper or consignee who, at a time of demand for transportation taxing the carrier's facil-

ities, delays cars and occupies tracks beyond free time, inflicts loss not only upon the carrier but upon other shippers, or shippers who desire to use the facilities; that it is not only proper but highly essential for the carriers to make and enforce, uniformity such reasonable demurrage requirements as will insure prompt release of cars (*Kehoe v. C. & W. C. R.*, 11 ICC 166); that the law does not require a carrier to give its cars and tracks under any terms for use as warehouses or places of business (*Wilson Produce Co. v. P. R. R. Co.*, 16 ICC 116); that carriers are justified in establishing car service rules which will insure the prompt release of equipment; that demurrage charges represent in part compensation to the carrier for the use of its equipment and in part a penalty imposed upon shippers for the detention of cars; that carriers are not obliged to provide storage in cars, but if they do so, they are entitled to reasonable compensation for the service; that a consignee has no legal right to use a car as a warehouse; that the business of a railroad is transportation, not storage; that storage at destination is a service not embraced in the rate; that additional compensation may be exacted; and that it is to the interest of both carriers and shippers that cars be promptly released (*Pittsburgh & Ohio Mining Co. v. B. & O. R. Co.*, 40 ICC 408). To the same effect is *Horton v. T. & G. R. Co.*, 225 Fed. 406, where the United States District Court held, in sustaining the Commission's approval of the reasonableness of demurrage rates on lumber, ranging from \$1 to \$10 per car per day, that the carrier "owes a duty to the community, which cannot be efficiently and properly performed if its cars and terminal facilities are cluttered with uncalled-for freight"; that to the compensation for the use of cars, tracks, and storage space there must be added an amount "sufficient to stimulate, and even coerce, the speedy removal of freight after the carriage is complete," and that "the reasonable demurrage charge, therefore, may be utterly unreasonable, if measured only by the value of the service to the particular shipper."

Justice Fauntleroy in *Norfolk & Western R. Co. v. Adams*, 90 Va. 393, 18 S. E. 673, 22 L. R. A. 530, tersely states the reasons why demurrage charges properly contain the element of compensation, as well as the element of penalty, to accomplish the means to the end for which they were intended. He states that common carriers are "bound to furnish cars for transportation of freight and they must have control of their cars in order to perform their duties to the public. A car in motion is a useful thing, but a car standing idle and unloaded on the track is useless, and an incumbrance. If *A* be allowed to hold a car unloaded (or loaded) at his pleasure or convenience, without cost or charge, and thus deprive the railroad company of the use of its vehicles for transportation of freight of *B*, it is obvious that both the railroad company and the public will suffer injury." To the same effect is the Georgia Supreme Court's decision in *Miller v. Georgia R. Co.*, 88 Ga. 563, 15 S. E. 316, where it was held that "the law compels the carriers to receive the goods of the public and to transport and deliver them within a reasonable time. . . . To do this it is necessary that the means of transportation shall be under the carriers' control, and that after the duty of carriage has been performed its vehicles shall not be converted into storehouses at the will of the consignees, to remain such indefinitely and without compensation. If no check could be placed on such detention, it is plain that the business of transportation would be at the mercy of private interests or caprice and that carriers, thus hampered in their facilities and unable to foresee the time or extent to which their vehicles would be diverted from the work of carriage, could not provide properly for the demands of traffic, or perform with dispatch their legitimate functions. It would place upon the carrier the burden and expense of supplying numerous vehicles not needed for the hauling

of freight, thus requiring it to provide extra facilities, as well as to render extra service without compensation beyond that received for transportation. It would result in the accumulation of cars on carriers' tracks, and the obstruction in a greater or less degree of the movement and unloading of trains. Not only would loss ensue to the carriers, but consignees and shippers in general and the people at large must suffer seriously from this hindrance to the due and regular course of commerce."

In connection with the investigation made by the Commission in the 1917 car shortage, it is stated in its annual report for 1917, pp. 61-2, that "since 1907 there were few times when the number of freight cars available did not exceed the number required for the transportation of the country's commerce; that the shortage has resulted largely from an *uneven distribution* of cars," and at p. 68 is indicated the need of co-operation between shippers and carriers to the end of securing the *maximum use of cars*, the Commission concluding, "it is apparent that the solution of the car service problem until such time as additional equipment and facilities can be provided lies in securing the maximum use of those already existing."

Courteous Treatment of Patrons is Sure to Bring Returns

The following letter from Mr. Harry Dunbar to the station baggage force at 63rd Street is self explanatory.

Every man who in any way was connected with this transaction should feel proud of the fact that he was a participant in a duty well performed.
August 30, 1919.

Baggagemaster,
Woodlawn Station,
Chicago.

Dear Mr. Baggageman:

Here are Big 4 checks Nos. 735092—3—5—7—8—9 from Fowler, Ind., to your station, covering the six pieces you checked out for me tonight. A messenger brought them in from the Redpath chautauqua at Chesterton.

Permit me to again thank you for your fine courtesy and instant attention in a most difficult situation. Ordinary parleying and red tape which one so often meets with in railroad men would have caused us to fail on getting this baggage to Chesterton in time to give the opening entertainment of their chautauqua and disappointed 700 people. As it was, the baggage reached Michigan City on time, and the chautauqua superintendent had a truck there and got it to Chesterton by 8 o'clock, in good time.

Most cordially,

HARRY DUNBAR.

Mr. B. L. Winchell, Regional Director of the Southern Region, Announces that after Demobilization Sufficient Coaches and Sleeping Cars Now Being Used for Troop Movement, will be Released to Provide for General Passenger Service.

DEMOBILIZATION of the army, which practically will be completed in a few weeks, will release railroad passenger equipment in part from the tremendous strain put upon it since the United States went to war. Many hundreds of coaches and sleeping cars now employed in troop movements will be freed for ordinary service, thus enabling the railroads to provide more adequately for the comfort and convenience of the heavy general passenger travel which is taxing their limited facilities to the utmost.

Throughout the war and during the months that have followed the armistice, large numbers of coaches and sleepers have been constantly in army service. Cessation of hostilities in Europe did not mean that war work was over for American railroads. The home-coming of the army and demobilization furnished a task almost as great and exacting as the war itself. In July, the latest month for which figures are available, 949,660 soldiers were moved on the railroads within the United States, including men returning from overseas, men discharged and men moving between camps. Eleven hundred and seventy-three troop trains were operated, carrying an average of 421 men each and traveling an average distance of 603 miles.

In addition to the strain of troop movements, there was heavy commercial travel during the war in connection with

military activities, and families and friends of soldiers moved about freely going to and from the camps. This kept cars constantly in use, and made it imperative that the railroads bring out every available piece of equipment. Lines which before the war had almost reached the ideal of modern all-steel cars, were obliged to put into general service old and worn equipment usually used only to meet the demands of excursions and other special occasions.

The difficulty has been enhanced by the inability of the railroads to obtain needed new equipment during the war. For two years few new cars have been built, because the demands for labor and materials were too great, and even where labor and material were available, the cost of producing new equipment was almost prohibitive.

In the past few weeks, passenger as well as freight equipment has shown the effects of lack attention during the railroad shopmen's illegal strike. While the strike actually was in progress the patience of the traveler was put to an extreme test. In addition to running without inspection or repairs, coaches and sleepers frequently were not even cleaned and many were operated without water or ice, because workers not connected with the shop crafts left their jobs.

Time is required to undo the harm done by the period of idleness. All the railroads are striving to overcome the difficulty as expeditiously as possible.

A WEE FOUNDLING

A wee little baby was left by the door
Of a grey haired old lady ten and three score,
Father or mother no one could tell
But the dear old lady would love him as well.

The sin was not in having this dear little one
But shame on the mother for deserting her
son,

God in His mercy look down on all three,
The father, the mother and the baby so wee.

Now the dear old lady, God bless her dear
heart,

With this wee baby never will part;
As ye do unto My little ones you do unto Me.
Dear Lord give me strength, this is her plea.

May this baby grow up and be a good man
And shame his poor mother if anything can,
Perhaps her heart's broken who of us can tell

The story of sadness the mother that fell.

This baby in dreamland smiles like he sees
His father and mother down on their knees
Asking God's pardon for what they have
done

Deserting, disowning their wee little son.

Oct. 12, 1918.

Mrs. F. H. W.

Editor: This little poem is based upon facts. The little baby boy was left on my mother's porch about 10 p. m., June 4, 1918. Mother is 77 years old and lives all alone. Her name is Mrs. M. V. Fullerton, her home is at New Albany, Ind. The baby was about ten days old when left on her porch. My sister, Mrs. F. H. Wilcox, is the author of the poem. I thought you would like to place it in the magazine.

Very truly yours,

Wallace Fullerton,

Flagman No. 19120.

Meritorious Service

CHICAGO TERMINAL.

Helper F. W. Green and Switch-tender G. W. Farrel have been commended for discovering and extinguishing fire on bridge over Western Avenue, August 26. This action undoubtedly prevented property loss.

Engineman Foreman B. Dwyer, Engineer M. J. Huber, Helper J. B. Hennessey, Helper J. E. Gleason and Fireman F. Roeket have been commended for discovering and extinguishing, with very little property damage, fire on south end of wooden platform at 75th Street, Grand Crossing, between tracks three and four, Sept. 23, engine 403.

Conductor R. E. Wilberg, train No. 605, August 10, has been commended for discovering and immediately reporting telegraph pole on fire south of Olympia Fields. Section foreman was called and fire extinguished with very little property damage.

Switchman E. H. Kinney has been commended for discovering and extinguishing fire on elevated platform at 22nd Street, August 1. This action undoubtedly prevented considerable property damage.

Engine foreman W. E. Smith has been commended for discovering brake beam down on a Michigan Central freight train at 67th Street. Train was stopped and brake beam removed, thereby preventing possible accident.

Towerman H. M. George, Kensington, has been commended for discovering, after train had stopped, train went ahead leaving rear of train north of Michigan Avenue. Train was stopped and necessary action taken to adjust matters. This action undoubtedly prevented delay.

Collector E. Boeshel, on train No. 387,

August 22, 1919, lifted employe's suburban pass account, being in improper hands and collected cash fare.

Flagman F. Morsant on train No. 726, August 23, 1919, lifted employe's suburban pass account being in improper hands and collected cash fare.

ILLINOIS DIVISION.

Operator John Pawlish, Rantoul, has been commended for discovering and reporting brake beam dragging under car in train No. 51, September 9. This action undoubtedly prevented possible accident.

Conductor R. A. Carruthers on train No. 525, August 8, 1919, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor H. B. Jacks on train No. 2, August 11, and train No. 34, August 23, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor D. S. Wiegel on train No. 5, August 19, lifted time pass account passenger not being provided with identification slip Form 1572, and collected cash fare.

SPRINGFIELD DIVISION.

Brakeman J. M. Arnett, Pana, has been commended for firing engine No. 191, September 12, after regular fireman had been injured. This action undoubtedly prevented delay.

Conductor J. L. Ford on train No. 18, August 25th, lifted trip pass account being in improper hands and collected cash fare.

INDIANA DIVISION

Engineer Rossiter and Division Gardener M. E. Youngman have been commended for discovering and extinguishing fire on north side of Belt Railroad at Evansville, near coal mine, on west side of I. C. track, September 10. This action undoubtedly prevented considerable property loss.

KENTUCKY DIVISION.

Conductor F. P. Coburn, train No. 801, August 4th, lifted employe's trip pass account being in improper hands and collected cash fare.

Conductor D. E. Carroll on train No. 121, August 15th, lifted 54 ride monthly commutation ticket account being in improper hands and collected cash fare.

TENNESSEE DIVISION.

Coach Cleaner Jack Wilkerson, Fulton,

Ky., has been commended for promptly reporting the finding of valuables in train No. 24, at Fulton, August 12.

Hostler Sam Edwards, Fulton, Ky., has been commended for discovering, August 9, pockets on east side of coal chute hanging down out of position, and action taken after flagging No. 10. This action undoubtedly prevented possible accident.

Engineer Sam Rice, Memphis, Tenn., has been commended for action taken when he discovered broken down car, extra 1530, August 21. This action undoubtedly prevented possible accident.

Engineer A. L. Robertson, and Fireman Dan Caylor have been commended for discovering and removing obstruction from track south of north yard switch, Memphis, August 21. This action undoubtedly prevented possible accident.

Division News

AUDITOR OF STATION ACCOUNTS DEPARTMENT.

Vacation season is over and all the force is back to their desks with a happy smile, which indicates their appreciation for the privilege granted by the company to enjoy a two weeks' leave of absence for recuperation and pleasure.

Reports from the various pleasure seekers reveals the fact that this office was represented from the Atlantic to the Pacific.

The experiences of each individual if compiled would furnish enough interesting reading matter for the scenario writers to formulate a drama which would surpass any photo play production in recent years. These conclusions are drawn from the many snap shots from the kodak taken in various parts of the United States and reproduced upon post cards.

The first of these views we see our chief clerk, Mr. Lawshe, on a lonely island in Lake Chetak near Birshard, Wis. By no means was he alone. For his protection his wife and another couple accompanied him.

The place is an ideal paradise and a "Mecca" for the fish that have graduated from their "schools," and have reached that period of development to the "university class." The camera does not exaggerate when it shows this happy crowd trying to carry away the monstrous fish Mr. L. caught. Moral: "Cast your net on the right side."

The next scene is one in that grand and glorious state of Missouri, where we find our head clerk, Mr. Hodgdon, visiting in St. Louis, the city which once upon a time manufactured the elixir that "made Milwaukee jealous." He says there is nothing doing in that line now, but the cob pipe fac-

tories are on the boom, plenty of "long green" and any other commodity you may desire, can be found in old Missouri—the state that never fails.

O. W. Enholm, our diplomatic accountant, visited many places of interest in Washington, D. C. It was rumored he was in conference with President Wilson relative to the League of Nations, and other minor state matters, too numerous to mention.

Let us take a little view of Toronto, Canada. There you will find our comptometer operator, Miss Garvin, taking in the exposition and having a friendly chat with the Prince of Wales—a very romantic scene, I assure you.

Miss Sherwood enjoyed every moment of her time between Chicago and New York City via the auto route. She encountered only eight punctures and three days lay-up for repairs. Outside of this, it was smooth sailing.

Mr. O. A. Hulsberg spent a very pleasant time in Northern Michigan by auto. He reports as having caught big tripe and many other large things.

One of the main actors name in this drama is withheld for various reasons. It is very well known that he spent his vacation as far south as Boskey Dell (Ill.). He said the harvest moon shown there the same as it does here; he also reports the farmers are kickin' for rain or anything wet; crops are looking and feeling "dry." They should kick a little harder.

Edna Nelson enjoyed her vacation in Florida picking lemons and peanuts and reports a bumper crop this season.

Leo Palmer, one of our promising actors is found in the limelight at Los Angeles, Calif. He had been reading of the "Forty-

niners" and desired very much to see the Golden West. He was somewhat disappointed in not finding the streets paved with gold.

Miss Anderson and Miss Coyle were playing in the role of heroine representing real live mermaids dressed in rubber suits looping the loop at Niagara Falls.

Miss Treacy, our head steno, spent the happiest days of her short span of life in the quiet little village of Bloomington. It is evident she made some kind of a hit among the farming community as she has not been able to settle down and adjust herself to city life since her return.

Mr. T. Y. Dillman, organizer and promotor of many useful things, has now fully organized with a charter, copywrite n'everything, what is known as the "Dillman Quartette." The balance of this company is W. T. Hawkins, C. L. Callerman and E. J. Rottman. They are booked for engagements for October and November and the rest of this year is open dates. Not in the way of advertising them, but any one desiring a very pleasant evening's entertainment would not be disappointed in securing these talented gentlemen.

Our fire brigade is well organized now and we have everything but the "red suspenders" to make us complete firemen. We have had several drills and those assigned to this duty have proved themselves proficient in this particular line of hose handling.

It pays to advertise, especially in this magazine. In the August issue appeared an account of our ball game. We received a challenge from the boys at East St. Louis freight office. It was accepted and the game was pulled off August 31st and Labor Day. A large crowd from East St. Louis was in attendance also from the various departments in Chicago. On Sunday A. S. A. Department won in a score 19 to 18 and Labor Day 11 to 10 in favor of East St. Louis. A jolly bunch of boys they were and next season we want to get better acquainted along this line of sport.

Every one of the boys from this department that fought our battles and endured hardships untold have long since returned and are now back on their jobs, happy in the land of freedom. Following are the names of those returned: J. C. Hoffacker, H. C. Emerson, H. J. Parks, O. H. Hargrove, A. G. Wellons, M. M. Mendell, E. J. Ehertt, C. G. Mansfield, W. J. Lamon, C. L. Callarman.

On September 10th, Venus was the Morning Star and shown more brilliant than it ever did before, especially so to Miss Mollie Clancy and Mr. P. J. Ryan. On this day their sensitive nature made them believe that the celestial elements were in their favor and so they were, as this was the happiest day they spent upon this mundane sphere since their abode. Making a long story

short this was their wedding day and why should they not rejoice?

They took an extended eastern trip covering every point of interest.

This office wishes them a prosperous and happy voyage upon the sea of life. They may encounter waves, but the best advice we can give is "Stick to the Ship."

SPRINGFIELD DIVISION

Mr. R. J. Carmichael of Chicago visited Division offices September 15th between trains.

Mr. Henry Peters was in Clinton on company and personal business recently.

Miss Helen Benson, Stenographer, has returned to work after a week's vacation.

Miss Elsie Vollrath recently visited her parents at Marine.

Mr. E. R. Evey visited in Decatur recently.

Claim Agent Doyle has returned to Clinton from a business trip to Taylorville.

Mr. and Mrs. H. E. Shelton passed through Clinton September 17th enroute to Denver and other western points to spend their vacation. They were accompanied from Clinton by Mr. and Mrs. O. V. Miller.

Mr. M. Sheahan, of Rantoul, and G. W. Morgan, of Decatur, attended the Division Safety Meeting held at Clinton September 17th.

Mr. G. R. Stewart, of Chicago, was in Clinton recently in company business.

Mr. R. I. Lief, of Lake Fork, has returned from an extended trip to Yellowstone Park and other interesting cities in the west.

Harry Macon, Dispatcher, has returned from his vacation, having visited in Omaha, Chicago and several other points.

Miss Nora Banks, Night Ticket Agent, spent several hours in Gilman recently.

Freight Department, Clinton, Ill.

During the month of August the Freight Department handled the largest business ever known to be handled at this platform with 50% decrease in claims over August, 1918.

Ed O'Brien has returned to work after a trip to Chicago to have his eyes treated.

A. G. Tennant, cashier, has returned to work after being absent on account of illness.

The infant son of Mr. Frank Snyder died at the family home on E. Washington street, after two months illness. We extend our sympathy to Mr. Snyder and family.

Mr. Fred Leasure is playing the drums with Heffley's Orchestra.

Mr. and Mrs. Chas. Masterson spent Sunday with relatives in Lake Fork recently.

Mr. and Mrs. Cecil Hindert returned to

their home in Minonk after visiting several days at the home of Mr. and Mrs. Fred Davis.

Curtis Borton visited friends in Decatur over Sunday.

Fred Frieman has returned to work after being off account of his shoulder being hurt while working at the Clinton platform.

Road Department

Mr. H. E. Shelton, formerly employed in the Engineering Department on this Division has been transferred to Dubuque, Ia., as Rodman Accountant.

Rodman W. J. Apperson and wife have returned from a visit in Memphis, Tenn.

Mr. S. C. Draper, Supervisor of B. & B., and wife will leave Sunday on their annual vacation. Mr. and Mrs. Draper will visit in Aitkin and St. Paul, Minn., and other points in the north.

Miss Edna Burke, Stenographer in Roadmaster's office, is taking a two week's vacation. Miss Burke will be accompanied by her Mother on a trip to Kansas City, Mo., and Wellington, Kansas. Mr. Charles McAdams, formerly employed as stenographer in the Roadmaster's office, will take Miss Burke's place during her vacation.

Mr. Jerome J. Jordan has resigned his position as Signal Helper to enter the U. of I. at Champaign, Ill.

Mrs. W. K. Horn and daughter, Alvis, wife and daughter of Extra Gang Foreman, are visiting in New Orleans.

Mr. Charles McAdams, formerly employed as stenographer in the Roadmaster's office, but who has just recently returned from Service in France, visited the depot for a short time this week.

Mr. C. H. Engles, signal helper at Mt. Olive, who was recently injured, has entered the hospital in Chicago for treatment.

Miss Olive Draper, Clerk in the Roadmaster's office, recently spent several days in Chicago visiting with friends.

C. L. Zaneis, Traveling Engineer, is attending the Traveling Engineer's Convention in Chicago.

Harry Ducey is extra clerk in the Store Clara Day, Assistant Timekeeper in the Department during inventory.

Master Mechanic's office, is spending her vacation in Ohio visiting relatives.

Aaron E. Jordan is extra clerk in the Master Mechanic's office during the Special Work.

H. O. Brittin, Chief Clerk, and E. G. Sterlin, Chief Accountant, in the Master Mechanic's office were in Chicago on company business.

George Botkin, Turntable Operator, is visiting relatives in Pennsylvania.

Madeline Bradley spent the week end in Vandalia visiting her parents.

Mrs. A. H. May, Stenographer, and Miss Glenna McKinney, Accountant, in the Master Mechanic's office, made a business trip to Decatur.

Mabel Thomas, Timekeeper in the Car Department, visited friends in Springfield.

Fred C. Silger, Fireman on the Clinton District, was recently married and will spend his honeymoon in Texas.

H. L. Needham, Master Mechanic, and F. S. Bogan, Car Foreman, made a business trip to Decatur and Pana.

INDIANA DIVISION.

Train Master Vane is all smiles these days—his son Claud has returned from France.

Dispatcher J. W. Bledsoe is "on the job" again, having spent some time in New York and in Oklahoma. Mr. Bledsoe left his daughter Harriett (stenographer in Master Mechanic Bell's office) and Miss Lucille Yount (of Road Master's office) enjoying themselves in the Eastern city.

Miss Victoria Gustafson, Clerk in Train Master's office, has returned from a week's vacation spent in Indianapolis and Champaign.

Some of us are simply unlucky. Not so Chief Clerk to Superintendent! Just about every night this week, 'long towards going-home time down town, Mr. Miller, or some of the members of his family, may be seen eating a big ham—Carnival winnings. Earl McFadden, Asst. Chief Clerk, is also some gambler, but his luck seems to run in groceries rather than hams. Our best wishes (the unlucky rest of us) to you, and we hope you continue to win while we likewise continue to "help the good cause along."

Night Yard Master Buchanan is taking a vacation. John Gerbing is acting Night Yard Master.

Conductor F. Baldwin has gone to Wisconsin to look after his farm up there; is being relieved by J. E. Epperson.

Miss Norienne Quinn, Tonnage Clerk, left yesterday for Stillwell, Ind., where her mother is seriously ill.

B. E. Kidwell has returned from Army Service and reentered railroad service as Switchman.

Conductor Don Butler and wife have returned from a trip to Colorado.

Just ask Claim Agent Young about his experience fighting bats.

Traveling Auditor B. R. Olson has been transferred to Wisconsin Division. He is succeeded by R. H. Lee.

Mrs. Xella Rose, who until her husband returned from France, was in the Mattoon offices, has been helping her husband in the automobile business, and the last night of the Home Coming they are "giving away" a big red Elgin Six. Mrs. Rose, in

that persuasive way of hers, succeeded in extracting quite a few dollars from her old time office associates the last week or so, and from the absolute assurance each one has in speaking of "my car" we are wondering.

Miss Ruth Etherton is substituting in Miss Harriett Bledsoe's place, Master Mechanic's office.

Mrs. Laverne Mitchell, File Clerk in Superintendent's office, with her husband, spent a week end recently in Cincinnati.

The Telegraph Offices at Evansville and Harwood have been re-opened; J. P. Manion goes back to Evansville and R. J. Reynolds to Harwood.

Accountant Morrie Kemper has a new baby girl at his home.

Someone overheard one end of a conversation between Chief Dispatcher Keene and Foreman Johnson. What was the discussion about the name "Johnson?" Huh?

Miss Ethyl McNamara of the Dubuque Office favored us with a short visit one day this month, on her way to Evansville.

C. R. Plummer, Chief Accountant Master Mechanic's Office, and wife are vacationing in Chicago and Indianapolis.

Norton Parks, Time Keeper in same office, has returned from a ten day's vacation in Chicago.

Hobart Lidster, Clerk to General Foreman at Palestine, spent his vacation at Mattoon, Ill., looking after his farming interests, including "pigs." Don't forget Hobart's "pigs."

WANTED: Permanent location by Dispatcher L. L. Bosley; evidently it is up to him to "keep moving," as every time he gets settled in a residence, someone decides to buy it.

Dispatcher P. G. Evans recently purchased a home. All our "Safety First" propaganda doesn't seem to be deeply instilled into all employees, judging from the manner in which P. G. while rambling around in the attic, tried to outdo the blimp going thru the Bank Building in Chicago recently.

W. L. Stephenson of Master Mechanic's Office is spending a vacation in Texas. If you should strike oil, Stevie, remember the home folks!

WISCONSIN DIVISION

We are in receipt of a very interesting letter from Mr. John G. Swartout, former engineer on this division, now on the Honor Roll. He is located at Vero, Florida, on a beautiful fruit farm. He reports great progress being made in that vicinity and a lively interest being shown by all the residents in the upbuilding of that section. It is a pleasure indeed to receive letters from former employees who are now on our Honor Roll.

It is gratifying indeed to the Division

Officials to receive reports such as were received a short time ago concerning the performance of one of our Firemen on a passenger train. Mr. Rex Miller was fireman on engine 1026, train 119, August 17th, and because of his strict attention to duties, his alertness and prompt action, a collision with an automobile was averted at the first crossing south of Woodford, Ill. The engineer had sounded the station and crossing whistle and the fireman noticed the machine approaching at a high rate of speed, and concluded that another "speed demon" was going to try and cross ahead of a passenger train. He immediately notified the engineer of the condition, whistle was again sounded and speed reduced. Engineer prepared to stop within a short distance. Driver of the machine stopped just to clear the main track, and then had the rhinoceros nerve to complain to the engineer because the whistle had not been sounded to warn him of the approaching train. Fireman Miller has been commended for his action.

Conductor W. G. Knowles of the Amboy District is moving to Clinton because of change in run. He is taking run between Clinton and Centralia.

It pays to be governed by the slogan "Courteous and efficient service always" as is shown by the following complimentary letter addressed to General Passenger Agent:

"Some two or three weeks ago we had an auto dealers' convention at Freeport, 40 or 50 of our largest automobile dealers being here at that time. Owing to shortness of this convention we were unable to give your local ticket agent, Ray Marler, more than one or two days' notice in securing through tickets, Pullman reservations and parlor car seats. Notwithstanding the short space of time in which Mr. Marler had to work, not one of these gentlemen was forced to take an upper berth or to ride from Freeport to Chicago in chair car, also notwithstanding the fact that their destinations were throughout the entire United States and traffic very heavy at that particular time.

"This is remarkable service and was entirely due to Mr. Marler's efficient handling and we therefore wish to take this opportunity, though a little late in doing so, of extending our appreciation to him through your office for all he did for us in this case, which indeed was very commendable."

A number of our own representatives are traveling constantly and we at all times receive first class service through Mr. Marler's office; for example, securing satisfactory reservations in five minutes' time by I. C. long distance phone to consolidated ticket office, Chicago. This alone is saying a great deal, however, we shall never forget the way Mr. Marler worked

during the convention mentioned above and extraordinary satisfactory service which he rendered to us at that time."

Federal Manager, General Manager, General Superintendent of Transportation and General Superintendent of Western Lines, accompanied by Division Officials, made trip over the Amboy District August 28th.

Speaking of FISH, it is interesting indeed to listen to the stories of the big catch as related by two of our Dispatchers who recently spent their two weeks' vacation at Deer River, Minn. We at home enjoyed a nice mess of fish which the two dispatchers had promised to bring us.

Claim Agent Roy W. Condit has resigned position on this Division, being succeeded by Mr. B. H. Huering of Fort Dodge, Ia. We welcome Mr. Huering as a member of the Division staff.

Division Officials attended a Loss and Damage Meeting at Waterloo, Ia., Sept. 4th and report a very enthusiastic as well as an educational meeting.

Machinists of Freeport shops put on a real picnic Labor Day at Forrest Park, attended by shop men and their families. Car Repairers held a picnic same day at Freuh's Grove, but this was a stag affair and reports are to the effect that a good time was had at both picnics.

There may be some interest in the coming World Series, but if any Division on the Illinois Central has a real ball team it would be well for them to get in touch with the manager of the Illinois Central team of Freeport. For good consistent ball playing it is hard to find their match. As members of the industrial league of the city, they started at the bottom and are now putting on a real fight for the lead. In the past two weeks they have played two 11 inning games, losing one 3 to 2 and winning the other by the same score. Members of the team are anxious to meet a team representing the Illinois Central at some other Division point.

F. P. Knauff, Material Clerk in Roadmaster's office has resigned to attend school at Decatur, Ill.

KENTUCKY DIVISION

Local Office: 12th and Rowan Streets, Louisville, Kentucky.

We were pleased to have with us on Saturday, August 16th, Mr. A. J. Mason, agent at Central City, Ky.

Miss Virginia Dean of the Accounting Department, returned from Danville, Ky., where she spent her vacation.

Mr. Arthur Miller and Mr. Martin Kilbenny recently returned from White Mills, Ky.

After a few days' absence account of illness, Mr. Joseph Laufer is at his desk again.

We extend to Mr. B. M. Skees, our Chief Accountant, deepest sympathies in the recent loss of a sister who resided in Indianapolis, Ind.

Messenger Michael Welsh, absent several days account of indisposition, is at his post of duty again.

Mr. J. L. McCord, car service clerk at First Street Station, has resumed his duties again after visiting his mother at Milton, Ky.

We had with us on August 25th, Mr. Fred DeLong of the Local Freight Office, Chicago.

Assistant Platform Foreman Mr. George Fisher, enjoyed a week's vacation recently.

Mr. G. M. Gibney, general yardmaster, has resumed his duties. Mr. Gibney was confined to his home several weeks account of illness, but is now entirely restored to his former good health.

Mr. W. T. Gladney, traveling claim agent, Chicago, Ill., paid us a brief visit on August 28th.

Many employes have been forced to walk during the recent car strike, which has already lasted four weeks.

We record with pleasure the return of Miss Nellie Delaney, comptometer operator in the Billing Department, who was absent for a number of days account of injuries sustained in an accident. Miss Delaney was on a motor cycle on her return home in the evening when a collision occurred with an automobile, throwing her under the machine. Her many friends were pleased to note her rapid restoration to health.

Mr. W. E. Hausen, traveling car agent, was with us on September 3rd.

Commercial Agent, Mr. C. Klinger, visited briefly with us on September 9th.

Dispatcher R. F. Withers and wife motored to Fairview from Hopkinsville last week to see Jefferson Davis monument. Work has not been resumed since the war. It is now 177 feet complete. It to be 371 feet high or second highest monument in world. Probably readers recall that Jefferson Davis was born there—died in Mississippi and is buried at Richmond, Virginia.

Miss Ethyl and Cora McNamara, of Dubuque, Ia., are spending the week end with Miss Sudie Cash.

Miss Mabel Hoover, telephone operator, who has been quite low with typhoid fever, is up and about and will soon be back on the job.

Dispatcher W. L. Bennett and wife are spending their vacation in Louisville. Memphis and Birmingham.

Trainmaster T. A. Downs and Conductor D. B. Osborne have just returned from a few days' visit among the oil wells in Texas. They say everything is fine and within 60 days "we will all be oil magnates."

Operator G. R. Newman and wife spent Saturday and Sunday at Dyersburg, Tenn. J. K. Johnson, claim agent, is in Louisville this week.

Agent H. W. Blades and wife have just returned from a few days' visit in Lexington where they entered their son, William, in the State University.

Conductor H. Hill, who was operated on in Chicago Hospital two weeks ago, is able to be home and will soon be back at work.

Agent Wadlington and wife, of Hopkinsville, were in Chicago a few days last week.

THOMAS A. KYLE, RETIRED RAILROAD MAN, PASSES AWAY
Former Illinois Central Locomotive Engineer Succumbs After Long Illness
LONG PROMINENT IN THE MASONIC FRATERNITY

Death called a prominent and well known resident of the city yesterday morning when Thomas A. Kyle, a pioneer railroad man and a prominent member of the Masonic fraternity in this city, passed away at his home, 150 Mechanic street, at 11:45 o'clock. Mr. Kyle had been confined to his bed since the eighth day of June suffering from a general breakdown and a complication of diseases. He had been a resident of Freeport for about thirty years and during that time made hundreds of friends throughout the community, all of whom will be grieved to learn of his death. He had followed railroading for many years, engaging in that line of work for the Chicago, Burlington & Quincy road, running between Aurora and Galesburg, many years ago. He remained with that company as a passenger fireman until 1888, when he moved to Freeport. Then he entered the employe of the Illinois Central as an east end engineer until 1912, when he was pensioned by the company. During his long railroad career he established a splendid record for himself as an efficient and valued employee.

Mr. Kyle was born in Dublin, Ireland, February 15th, 1846, and was a son of John and Georgiana Kyle. His father was a shipbuilder and sailor navigating between England and the United States. The decedent was educated in the schools of England. He began life as a sailor, sailing between Liverpool and the United States, also making trips to the West Indies and South America. When but a boy he immigrated to the United States. He came to Princeton, Illinois, where he engaged in farming for a short time. He then entered the railroad business which he continued until seven years ago.

He was united in marriage December 22, 1870, to Miss Mary B. Elliott, of Kewanee, Ill., Mrs. Kyle passed away six years ago.



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One Block from I. C. Offices

Chicago

He is survived by the following children: Walter E. Kyle, Waterloo; Ralph H. Kyle, Freeport, Mrs. Grace Nieman, Freeport; Miss Gertrude Kyle, Chicago. Mr. Kyle was a member of Freeport Consistory and all of its co-ordinate bodies and was also affiliated with the B. of L. E.

At the time of his death he was serving as secretary-treasurer of the latter organization. Funeral services will be held from the late home at 2:30 o'clock Wednesday afternoon. Rev. Floyd E. Barnard, pastor of the Grace Episcopal church, will conduct the services and burial will be made in Oakland cemetery.—Freeport Journal-Standard, September 2nd, 1919.

TENNESSEE DIVISION.

Miss Ethel Smith, stenographer to roadmaster, is at work again after several days visit in Hot Springs, Ark.

Mrs. Leslie Castleberry, clerk in Road Department, spent the week end in Paducah.

E. E. Mounds is again able to be at work after an illness of several weeks.

P. P. Pickering, chief clerk to roadmaster, is spending his vacation in St. Louis. The office is real glad to see Mr. Pickering take a vacation, as he badly needs it to again make his weight 200.

Miss Kathleen Lovier, stenographer, Road

Department, spent few hours in Lilbourn Mo., past week.

Miss Helen White, clerk to supervisor, Covington, Tenn., attended the fair in Memphis this week.

Account of Mr. O. T. Howard being on leave of absence, L. B. Ryan his filling his vacancy as clerk to B. & B. supervisor. Mr. Ryan says he enjoys this work very much. Pleasing Bro. Hubbard is his specialty.

L. H. Howard, clerk to supervisor, Dyersburg, Tenn., spent Sunday with home folks in Fulton.

Mr. A. R. Sykes and wife have just returned from Chicago where they attended the general foreman's convention and report everything lovely.

C. B. Thompson and wife, roundhouse foreman at Jackson shop, are spending their vacation in different points in Pennsylvania.

Engineer J. W. Anderton and wife have just returned from a visit to Battle Creek and Detroit, Mich.

H. O. Voegeli, chief accountant in the master mechanic's office, spend his vacation with relatives in St. Louis and Chicago.

Miss Kattie Patterson has returned to work after being off on a 60 days' leave of absence, account of ill health.

Boiler Foreman Hal Howard is in Birmingham this week on company business.

Mr. H. S. Townes, engineer on the Birmingham district, has taken his wife to Chicago to consult specialist.

Mr. V. J. Voegeli, chief clerk to Master Mechanic Grimes, with his family is spending his vacation with relatives in East St. Louis.

Trainmaster C. R. Young has recently returned to work, after enjoying a two weeks' vacation.

Invitation have been received by the many friends of Herman O. Cole, accountant at Fulton, to attend his wedding, which will occur October 8th, at which time he will take Miss Pauline Shannon from Greenfield, Tenn., as his wife. This is a case of another young fellow refusing to listen to "Old Heads" who have had experience.

Shirley Alverson, chief clerk to trainmasters at Fulton, has accepted a position as secretary to General Superintendent Egan at New Orleans. We regret to give Shirley up but hope him success in his new field of labor. He was succeeded at Fulton by J. I. Williams.

The many friends of Mrs. Ethel Penrose will regret to learn that she has tendered her resignation as cashier at Jackson, Tenn., Freight Office, to accept position with the Edenton Wholesale Grocery Co., Jackson. Mrs. Penrose was one of the most efficient and popular cashiers on the Tennessee Division and her services will be greatly missed by not only Agent Wilkinson, but all other who have any dealings with that office. She was always at her post and with her ever sunny disposition ready and willing

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Freeport's Metropolitan Store

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119-121 Galena Street Freeport, Illinois

to give you exactly the information you wanted. We hope for her bountiful success in her new field of labor, and will say to Mr. Edenton that he was very fortunate in securing the services of Mrs. Penrose.

J. Albert Brown, M. C. B. clerk, Fulton, spent several days in Dawson Springs, Ky., last week.

Miss Blanche Workman, stenographer, Superintendent's Office, has been enjoying a few days' vacation, attending Tri-State Fair in Memphis.

General Foreman Jake Huddleston was in Memphis the other day on business for the railroad and others.

A. D. Walker, chief clerk, freight agent, Dyersburg, has recently returned to work after enjoying a week's vacation.

Agent J. E. Bivens, Obion, Tenn., is again on duty after enjoying a 30 days' vacation.

Conductor Geo. P. Gourley has recently returned to work after enjoying a vacation in Southern California.

Freight Agent F. B. Wilkinson, Jackson, Tenn., is again on the "job" after enjoying a few days' vacation.

R. C. Pickering, chief transportation clerk, Fulton, was in Memphis the other day on company business.

MISSISSIPPI DIVISION

Mr. A. H. Woodward, for 28 years an employe of the Illinois Central railroad, died August 13, 1919, after a short illness.

Mr. Woodward entered the service as flagman on the Mississippi Division, Jackson District, September, 1, 1891. Promoted to conductor November 26, 1895. He was highly respected by every person who had the privilege of his acquaintance and his loss as both a citizen and conductor will be felt by all.

Instrumentman W. L. Wilcox and family are spending a few weeks with relatives in St. Johns, Michigan, Buffalo and other points in the East.

Instrumentman G. L. Lord has returned from his vacation spent with relatives in Maine.

Mr. J. T. Westbrook, assistant engineer, left for Chicago this week to attend meeting of the Railway Branch of American Association of Engineers, to be held September 12.

Miss Gladys Sissell, clerk in the Superintendent's office, has returned from a six weeks' vacation which was spent in touring the West.

Miss Maude Baker, tonnage clerk, is again at her desk after an absence of a month. From all reports, she wasn't very "anxious" to get back.

We welcome Miss Hortense Baker back after an absence of several months, account of position she held as messenger in the Chief Dispatcher's office having been

abolished. She returns as telephone operator in the same office.

Miss Katie May Moorhead, stenographer in the Superintendent's office, is spending her vacation at various points in the Delta.

Clerk "Crip" Hollman has returned from a visit to the Delta. He has to make an "annual" visit to a certain point there.

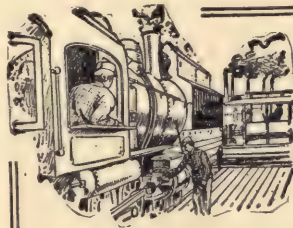
Roadmaster C. A. Maynor has been transferred to the Memphis Division. He is succeeded by J. W. Kern, Jr., who has just returned from overseas, where he was in service as Captain of Company A, Thirtieth Engineers.

Miss Annie Belle Anderson, stenographer in the Accounting Department, left Friday for Fort Dodge, Iowa, where she will spend a two weeks' vacation.

Sergeant G. L. Gafford has returned from overseas, where he was in service with Intelligence Corps stationed at Paris, and has resumed his old position as assistant accountant.

Timekeeper D. D. Crawford will leave us on the 18th inst. to resume his studies in Mississippi Agricultural and Mechanical College, at Starkville.

Mr. T. H. Harper has accepted service in



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Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

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the Eye Free upon request.



Please mention this magazine when writing to advertisers.

the Superintendent's office in connection with Circular No. 101.

Mr. R. A. Kennedy, who has been working on the Division for some time compiling D. V. Forms 142, covering 1918 work, has returned from his vacation. He reports a very enjoyable time.

Chief Dispatcher L. S. Houston is spending two or three days hunting and fishing in the vicinity of Charlestown, Miss.

Superintendent A. D. Caulfield and family left last week for a ten days' visit to homefolks in Gloucester, Miss.

W. O. Walker, instrumentman, seems to have lots of business north of Water Valley every Sunday. If we only had one guess, we would say "Jackson."

Miss Fleeta Hellums, Trainmaster's clerk has been taking a much needed (?) vacation.

The sympathy of all employees is extended to Accountant J. G. Skogsberg in the loss of his mother on September 4.

Dispatcher W. J. Tipler has returned to work after spending ten days in Oklahoma.

Chief Clerk to Roadmaster M. L. Woods and wife have returned from a pleasant vacation.

Division Auditor J. L. Kermeen has been transferred to the Tennessee Division. He is succeeded by J. S. Schwartz, of McComb.

LOUISIANA DIVISION

Mr. Geo. McIntyre, one of our most popular engineers, formerly Traveling Engineer, accompanied by his wife, is spending his vacation in the East, having gone to attend the Engineers' Convention.

Mr. W. T. McGuire, who has been connected with the Louisiana Division for a number of years, having served in the capacity of Assistant Chief Clerk at McComb since transfer of the office to this point, has been promoted to position of Division Claim Clerk. He was succeeded as Assistant Chief Clerk to the Superintendent by Mr. E. A. McGuinness, who, for a number of years, was file clerk in General Superintendent's office at New Orleans. Mr. McGuinness entered the Officers' Training Camp immediately after war was declared, received an appointment as Second Lieutenant, later promoted to First Lieutenant and recently returned from France, where he served in the 348th Infantry of the 87th Division.

Everybody was very much excited when news was received Friday, September 13th, of the approaching hurricane and for a time it looked as though we were going to have a repetition of the terrible storm which occurred September 29th, 1915, but luckily we only lost a portion of our north and south bound tracks in the vicinity of the swamps, and were able to put in sufficient track so as to avoid any interruption to our train service. Superintendent Quigley, Road-

master Desmond and Trainmasters Campbell and McLaurine went promptly to the scene of the trouble and spent several days and nights in that territory making preparations to avoid damage to our tracks account of high water, etc.

Miss M. Q. O'Quin, Stenographer in the Master Mechanic's office at McComb, left Monday, September 15th, to spend a month in the mountains of North Carolina. In her absence, her place will be filled by Miss Imogene Yawn.

Miss Annabel Craft, Liberty Bond clerk in Master Mechanic's office, has been appointed a Maid of Honor, U. C. V. Reunion, which will be held in Atlanta, Ga., and will leave for that point in the near future.

Miss Katie Browne, chief clerk to Trainmasters, at McComb, is spending her vacation in Memphis, Tenn.

Mr. J. J. Desmond, Roadmaster on the Louisiana Division, has just returned from his annual vacation which he spent with his Mother in Iowa.

Mr. J. D. Harrell, traveling engineer, left McComb Monday, September 15th, on his annual vacation.

General Roundhouse Foreman at McComb, R. R. Royal, accompanied by his wife, has just returned from his vacation which he spent in the North.

Miss Nannie Middleton, formerly employed as stenographer in the Roadmaster's office at McComb, has recovered from her recent illness and has accepted temporary employment in the Store Department at McComb.

Miss Marie Wardlaw, car record clerk at McComb, spent her vacation visiting her brother, who is stationed at the Naval Base, Hampton Roads, Virginia.

Miss Vivian Johnson, car record clerk at McComb, has recently returned from a visit to Dawson Springs, Ky.

Old Bill Wallace, for many years chief timekeeper at McComb and Fulton, later chief accountant at Vicksburg, has again returned to McComb and accepted employment with this company, being in charge of the accounting force working on "101 Ranch" Accounting Department Circular. He and his assistants are very busy working up information incident to accounting department circular 101 with a view of getting same finished at the earliest possible date.

Miss Della Mae Dougall, statistician in the Superintendent's office, Mrs. R. P. McCullough, clerk in the office of Agent at McComb, and Miss Grace Brent, clerk in the Agent's office at Magnolia, returned last month after a delightful visit spent in Ashville, N. C.

Mr. Joe Stamps, assistant accountant in the Superintendent's office at McComb,

better known as "Friendly Joe," is spending his vacation in Texas.

Misses Georgette Ott and Helen Ott, stenographers in office of Superintendent at McComb, recently returned from pleasant trip to Hot Springs, Ark.

Mr. Leigh Watkins, Liberty bond clerk in Superintendent's office at McComb, has resigned in order to enter Millsaps College at Jackson.

Mrs. W. M. McKnight, assistant tonnage clerk in Superintendent's office, is spending his vacation in the Mississippi Delta.

Miss Altha Day, report clerk Superintendent's office, is away on her vacation which she is spending in the East, it being her intention to visit Niagara Falls and Buffalo.

"Man-Hours! What an attractive name! But what is in a name anyway, for surely this report, by any other name could not be harder. There are man hours for the foremen, section, assistant section, extra gang and assistant extra gang, and for laborers, both section and extra gang—all to be kept separate and distinct. There are regular man hours, overtime man hours, for to-day and to date. There are man hours for general work, man hours for authority and work train man hours. Man

hours for to-day. Man hours last month. Man hours last year. Sounds like a puzzle doesn't it? Well, it has been a puzzle for the average clerk to complete this man hour report, the regular daily expense report and one or two periodicals which fall due practically every day, and leave the office before the sixteen-hour law catches them.

"We all agree that Sherman's definition of war was correct, but that definition is too mild to be applied to Man Hours."

Safety First.

Life is short and time is flying,
Some are killed and some are dying;
Try some things for the better
And don't make matters worse,
Get behind the danger and push along
With

a little

Safety

First.

Don't stand in a dangerous place,
To watch a dog fight or a foot race;
We all know we have no eyes in our back,
And you may get bumped around a RR

track;

If you have to quench your sight-seeing
thirst,

HAWK BRAND



Overalls and Union Suits

BUCK BRAND



Full Cut, Roomy Union-made Railroad Overalls and Jumpers. Every garment guaranteed to give absolute satisfaction or purchase price cheerfully refunded.

Our Auto Mechanic Khaki Union Suit is unexcelled in Material, Design and Workmanship.

Miller Manufacturing Company

Five Factories:

Dallas and Fort Worth, Texas—
Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

Go to a movie
And
use

Safety

First.

No one will stand in a cyclone,
Or in a cloudburst;
So, don't take a nap in a dangerous place:
Go to a hotel
There's

Safety

First.

When you are out in your car for a whiz
Stop at the grade crossing, don't
Kill yourself and tear up your Liz,
Avoid a ride in a hearse,
You can go in safe and sound
If you STOP! LOOK! AND LISTEN!
Try

A little

Safety

First.

When you approach a grade crossing
And some one flags you down
Don't pull your hair and curse,
It's for you—he's protecting you
With

A little

Safety

First.

Don't run your motor car so fast,
You might bump a "nine hundred" and

That ride might be your last;
Danger do not nurse.
Be careful
Use

A little

Safety

First.

MEMPHIS DIVISION

Resident Engineer E. O. Hebert, recently engaged in work on the Nonconnah Yard, is now engaged in special work on the Memphis Division.

F. Winnefeld, who has been serving with the A. E. F. in France, is now back at his old job at the gravel plant in Memphis.

The Memphis Division have been able to place all the boys in their old or better jobs who have returned from the army and navy.

Rodman T. G. Taylor in Assistant Engineer Meig's office has just recovered from an attack of malaria.

Instrument Man Critz has returned from Starkville, Miss., where he was called on account of the death of his mother.

Chairman J. W. Miller has again resumed duty after being laid up for some time due to illness.

Mechanical Foreman J. R. Hamlett at Tutwiler has returned from a delightful vacation after visiting points north.

To Illinois Central Men

"Continental"

means

Income Protection

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Courteous Agents

Fair Claim Settlements

Abundant Resources

Continental Casualty Company

H. G. B. Alexander, President

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Please send me information in regard to health and accident insurance.

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Address.....

Occupation.....

I. C. R. R.

Please mention this magazine when writing to advertisers.

Clerks Bell and Dowdy at Tutwiler took their vacations in August.

Yardmaster S. I. Dale at Tutwiler is moving his family to Tutwiler. They are fine people and the folks at Tutwiler are glad to have them.

Flagman Zuin and Hornbeak are back from France. Both saw service and had been over for many months.

Conductor Gilliam is moving from Tutwiler to Memphis to make his home, on account of running out of Memphis. The people of Tutwiler regret to see Conductor Gilliam and his family move.

Conductor Callicott has recently returned from France and resumed work.

Agent J. H. Hurt at Sumner is starting on a much needed vacation which he proposes to spread out for sixty days.

The Safety First meeting of the employees at Tutwiler on July 30th was productive of good results and largely attended. Gen-

FOR SALE

Homewood Bungalow

I now have for immediate occupancy at an extremely attractive price and terms several pieces of property in the beautiful suburb of Homewood, only 45 minutes from the loop. Illinois Central employees should investigate this opportunity, and secure a home, thereby avoiding the great increases in rent which will come with the spring leases. Make an appointment now and allow me to show you these places, even if you do not intend to invest at this time.

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Homewood,
Illinois

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at my desk, any noon hour, Auditor of Station
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and pierced Dia-
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shown in our Catalog.



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Loftis Solitaire Diamond Cluster Rings.....	100.00 up
Diamond La Vallieres.....	10.00 up
Diamond-set Cameo La Vallieres...	12.00 up
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Signet Rings, Diamond-set.....	7.00 up
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Cameo La Vallieres, Diamond-set...	12.00 up

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ACCEPTED**

The easiest, most convenient way to make handsome, worthwhile presents is to send for our Catalog, make your selections in the quiet of your own home, and have everything charged in one account. By this plan you can make very little ready money supply all your gifts. Our diamonds are distinctive in beauty and of great brilliancy.

For Christmas Presents

Diamond Scarf Pins, Loftis Solitaire Diamond Clusters.....	\$100.00 up
Diamond Scarf Links.....	5.00 up
Diamond Scarf Pins.....	8.00 up
Pearl Necklaces, with Diamond-set Clasp.....	8.50 up
Wrist Watches, gold filled.....	22.00 up
Watches, gold filled.....	18.00 up
Bracelets, solid gold.....	12.00 up
Cameo Rings, Diamond-set.....	18.00 up
Vest Chains, solid gold.....	12.00 up

We Can Fill Any Requirement

Please mention this magazine when writing to advertisers.

eral discussion brought out many good features and similar meetings are to be conducted in the future. Safety was never able to produce in former years what it is now doing. Records shows that the railroad which we are now working for has decreased personal injuries almost half in the past year.

Many friends of former Master Mechanic W. H. Watkins will be grieved to know of Mr. Watkins' death on Friday morning, August 22nd, at 1:45 o'clock. Mr. Watkins had been in poor health for some months.

Superintendent V. V. Boatner returned August 28th from his vacation. He journeyed all over the world it would seem from his letter received one morning from the far west

and a telegram on the heels of the letter from New York City. He looked as if the vacation did him worlds of good. He should easily be able to appreciate now that we really have the money-making railroad down here after touring the desert of the far west.

Trainmaster Rea recently returned from a vacation which was spent in the North. Mr. Rea reports that Chicago is plenty fast for him, and it is a certainty that it is far too fast for us, because we never venture that far north. Michigan Avenue is a little too wide and our feet may not be able to take us safely out of the way of the onrushing automobiles while crossing Michigan Avenue, which seems as wide as the lake bearing a similar name.



Famous Bunn Special Railroad Watch on Credit Guaranteed to Pass Rigid Tests of Every Road

Don't pay extra profits! Eliminate the middlemen! Buy direct from us at CASH prices on EASY terms. Your credit is good with us. We trust you. The celebrated Bunn Special watch is the watch for you. It is lever set, 21 jewels, adjusted to 6 positions, Isochronism and temperature, has Double Roller Escapement, Montgomery R. R. Dial and is fitted in 14kt. Gold Filled Substantial Case.

PAY NOTHING IN ADVANCE

See the Bunn in your own hands before you decide. Examine it carefully. If not satisfied, send it back. You incur no obligation. First, you must be satisfied. Only then do you accept the watch and pay only \$11.00 and the balance only \$5.50 monthly until the CASH PRICE of \$55.00 is paid. You don't miss the money—only a few cents a day. You wear the watch while you pay—without Red Tape—without Security—without Disagreeable Features of any kind. Send your order TODAY. Let us tell you how we can fight the Watch Trust.

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Send for your FREE Catalog No. 66E. Contains over 1000 photographs of Diamonds, Watches, Jewelry, Silverware, etc. Everything sent WITHOUT RISK FOR FREE EXAMINATION. All charges prepaid. Send no money until you are convinced LYON VALUES cannot be duplicated elsewhere. Write to Dept. 66E.

J. M. LYON & COMPANY (Est. 1843), 1 Maiden Lane, NEW YORK, U.S.A.

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Canoe tilting on the Susquehanna river is a favorite sport with our workers.

ENDICOTT JOHNSON CORPORATION

Tanners and Shoemakers for Workers and Their Children
ENDICOTT, N. Y.

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NOV 14 1919

ILLINOIS CENTRAL MAGAZINE

NOV.

1919

Mattoon, Ill.



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Organized in the spring of 1913 and has been an active and growing force in not only merchant affairs but all matters of community interest.

It has a membership of 225 active members, maintains an energetic secretary and assistant; classifies ratings of all residents and new comers, enabling all just requests for credit to be quickly established, operates an employment bureau, passes on all advertising schemes and applications, of solicitors, locates factories and renders assistance to its members and the community in various ways.

It will move into a large, commodious and specially equipped building.

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Published monthly by the Illinois Central R.R. in the interest
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\$1⁵⁰ per year



MR. C. H. MARKHAM
President Illinois Central System

ILLINOIS CENTRAL

Magazine

Vol. 8

NOVEMBER, 1919

No. 5

Mr. Markham Returns to Illinois Central Railroad Company

Mr. C. H. Markham, Regional Director of Railroads for the Allegheny Region, comprising the Pennsylvania and Baltimore & Ohio Systems, the B. & L. E. R. R., the C. of N. J. R. R., the Western Maryland R. R., and the N. Y. P. & N. R. R., and other lines in the same general territory, has tendered his resignation to the Director General effective October 1, 1919, and the Director General has accepted his resignation. Mr. Markham has been elected president of the Illinois Central R. R., the position he held prior to January, 1918, when the Government took over the control of the railroads of the United States.

He began his service with the Government controlled railroads as Regional Director of the Southern Region, with office at Atlanta and was made

Regional Director of the Allegheny Region when it was created in June, 1918, with office at Philadelphia. For some time the Illinois Central Railroad Company has been urging Mr. Markham to become its president and on this account he requested that his resignation be accepted at a time convenient to the Director General. He will resume his residence at Chicago, which it was necessary for him to leave in order to perform the duties of Regional Director in the regions to which he has been assigned. The Director General in accepting Mr. Markham's resignation has expressed keen appreciation of the important and self sacrificing service which he has rendered to the Government and greatly regrets that conditions appear to justify his resignation.—*United States Railroad Administration news item.*



THE ENGINE, AND CREW, THAT PULLED THE FEDERAL MANAGER'S SAFETY SPECIAL OVER THE ILLINOIS DIVISION

Big Job Well Done

Safety Campaign Has the Right of Way on Illinois Central System for Two Weeks—
General Officers Make a Special Safety Trip Over System

IF the railroads under the control of Federal Manager Kittle do not win the prize in the Safety contest it will not be Mr. Kittle's fault. He has certainly fought a good fight, and he has had the active and enthusiastic support of every employe from top to bottom.

At the time this magazine goes to press the campaign is not finished and it is too early to forecast where the Illinois Central system will stand, either in the contest of all the railroads under federal control, or in the contest between

groups of railroads under federal managers in the Southern region. However, the drive on the Illinois Central system to prevent personal injury accidents was thorough and it was characterized by genuine interest and enthusiasm on the part of the officers and employes.

The statement can be made, without fear of successful contradiction, that out of the 60,000 employes of the Illinois Central System there was not one that did not know all about the contest. It can also be said, with equal positiveness,

that out of all these employes there was not a single one that was lukewarm about the contest.

All were enthusiastic and anxious to win for the Illinois Central the honor of being known as the safest railroad in the nation. They were also anxious to win the cup offered by Regional Director Winchell for the best showing made by any group of railroads under a federal manager in the Southern region.

The profound interest in the Safety work on the Illinois Central, as a result of the great campaign through which we have just passed, has changed the ideas and the practices of employes to such an extent that to get hurt now, or to be responsible for someone else getting hurt, will be looked upon as being almost a disgrace and it is not going too far to say that in the future the employe who gets hurt through his own negligence, or causes someone else to be hurt through his negligence, will at least be heartily ashamed of it.

Started By Mr. Kittle

The ball was started rolling by Federal Manager Kittle's letter of September 25th, in which he called upon every employe to lift every pound he possibly could lift to help win the coveted safety prize. He closed his letter with these words: "Let every officer and employe put himself upon his mettle for the duration of the great contest. Let us concentrate our minds upon Safety—think Safety, talk Safety, act Safety. If we do these things in the right spirit—with enthusiasm and determination—chance-taking will be dead on this railroad system and in its place we shall have established safety methods which will live long after the great drive has ended, earning for the Illinois Central a name which the physical condition of the property and its personnel entitles it to—the safes and best railroad in this country."

Letter by Mr. Clift

Mr. Kittle's letter was followed by a letter addressed to all officers and employes by General Manager Clift. Among other things, Mr. Clift said:

"What are we asked to do? We are simply asked, for a period of two weeks, to keep ourselves mentally and physically on the alert, to do what? To prevent getting hurt ourselves and to keep others from getting hurt. That is a mighty small request to make of us, isn't it? And yet if we comply, our combined efforts will prove to be big in results in keeping sorrow and suffering away from many homes. You may know of some unsafe practice being indulged in on the railroad. If you do, bring it to the attention of your superior officer without a moment's delay. You may know of some unsafe appliance on a locomotive, a car or a piece of stationary machinery. If so, bring it to the attention of your superior officer at once. You may know of some employe who is careless of his own safety and the safety of others. If so, report him as quickly as you can. Your act in so doing may prove a blessing to him as well as to others. Likewise, bring anything whatsoever to the attention of your superior officer which will promote the cause of safety on this railroad system."

Mr. Downs Writes a Letter.

Assistant General Manager Downs also addressed a letter to all officers and employes, in which he dwelt upon the good work accomplished in reducing personal injury accidents during the first seven months of the present year, and exhorted all officers and employes to redouble their efforts for safety during the great drive and show the world what the Illinois Central personnel could do.

All Got Busy

The general superintendents immediately got busy, as did also the superintendents and members of their respective staffs. Letters and circulars galore were sent out. Signs and cartoons were soon in evidence in all of the shops and at all other places where groups of employes do their work. By 12:01 a. m. of October 18th, which was the time the campaign started, the whole Illinois Central system was permeated from center to circumference with the safety spirit.

Swing Around the Circle.

Not content with what had been done, Federal Manager Kittle, accompanied by General Manager Clift, Assistant General Manager Downs, Chief Engineer Thompson, General Superintendent of Transportation Porterfield, Superintendent Freight Service East, Engineer Maintenance of Way Blaess, General Claim Agent Hull and the officers of the grand divisions decided to make a swing around the circle. They visited the Iowa, Minnesota, Wisconsin, Springfield, St. Louis, Kentucky, Indiana and Illinois divisions. Everywhere they went they found the officers and employees on their toes to win the safety prize for the Illinois Central.

The Series of Colored Cards.

One of the very best features of the campaign was the system of colored cards which were distributed on different days. A cherry card appeared on Saturday, October 18th, which was the first day, a white card on the third day, an orange card on the fifth day, a green card on the seventh day, a brown card on the tenth day and a blue card on the twelfth day of the drive. A cut showing the contents of these cards accompanies this article. The cards were distributed in the order in which they appear in the cut.

The reading matter appearing on the Safety cards was prepared by Mr. G. A. Riggs, clerk in the office of the auditor of station accounts, whose picture accompanies this article. The management is indebted to Mr. Riggs for one of the very best features of the entire Safety campaign.

Mr. Kittle's party found employees everywhere wearing these cards in the most conspicuous places about their persons, usually in their hat bands. The cards proved a splendid scheme in keeping up a sustained interest in the drive.

Clever Cartoons Everywhere.

Time and space will not permit an extended reference to all of the splendid Safety work of an original nature which developed during the drive. It was discovered that we have on the Illinois Cen-

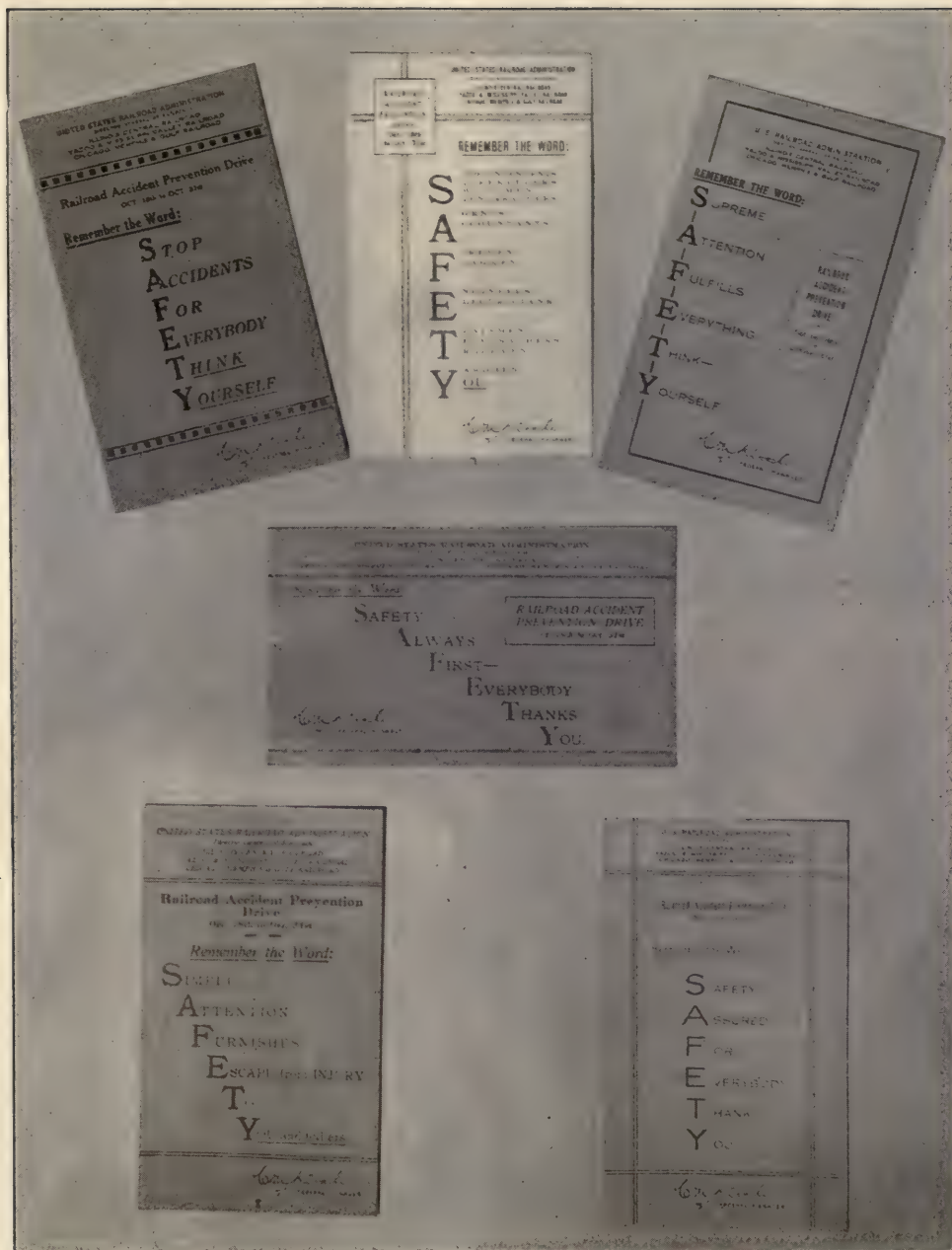
tral some cartoonists who are almost as clever as Ding, Briggs or the celebrated McCutcheon. One of these, Hugh Lester, painter in the shops at Champaign, fairly plastered the whole Illinois division with cartoons and signs that attracted great attention. Cuts of these and other signs and cartoons will appear in a future number of this magazine.

"Cut Your Head in There."

Some good stories were told by members of Mr. Kittle's party during the trip to stimulate interest in the safety drive, one in particular by Gen. Supt. Pelley, entitled, "Cut Your Head In," which proved to be one of the outstanding features of the trip. Mr. Pelley's story was that during the shopmen's strike last August he visited Peoria, and while there was observing a switching crew engaged in making up a train. One of the helpers in the crew was particularly active about his work. He was a young fellow, full of energy, and his body was functioning one hundred per cent in the work which he was doing. In his anxiety to expedite the work, he ran unusually fast to make a cut, so that two cars could be kicked into a certain track, and instead of cutting behind the second car he made a mistake of cutting off behind the third car. As stated, his physical movements were perfect. His arms and legs were working fast. It was plain to be seen that he could cut in the air or cut in anything else in a jiffy if his mind worked as fast as did his arms and legs, but it happened in cutting the cars he made a mistake and cut too many. This exasperated the engine foreman, who yelled at the young helper, "Hey, you darned son of a gun, cut your head in there." After Mr. Pelley told this story, "Cut your head in there" got to be one of the common expressions of the trip and it was made to apply to anything and everything which did not measure up to one hundred per cent of efficiency.

Impressive Words By Federal Manager.

There were also many serious things said which were most impressive. For in-



THE CARDS THAT ATTRACTED SO MUCH ATTENTION



**G. A. RIGGS, CLERK IN THE OFFICE OF
THE AUDITOR OF STATION ACCOUNTS**

stance, at dinner one day, the question of a very faithful employee who was holding down well his job came up for consideration. Federal Manager Kittle said that such efficiency and loyalty should be rewarded. In other words, that this man who was being discussed should receive a better job. "But," said another, "we cannot spare him from the job he is now on. We cannot find another as efficient as he to take his place," to which Mr. Kittle promptly responded: "That's no excuse. An employee who fills a position more acceptably than another should not be tied to that position. That would be penalizing him for high efficiency and loyalty. A better place should be found for such an employee. We must all be on the alert constantly to find employees who show unusual efficiency and loyalty in the doing of their work, and such employees should be moved up to better positions whenever there is an opportunity, without regard to the inconvenience in filling their old

positions." These fine words from the federal manager will encourage many a faithful employee who feels that he has been covered up and will never be discovered.

Her Head Had Been "Cut In."

While on the Indiana Division, Trainmaster Vane told a story of one of the experiences which he had while he was holding the position of passenger conductor. It was in connection with the collection of half fares from children who had attained the age of five years and over. Mr. Vane said that he approached a lady accompanied by her little boy. She handed up her ticket but had none for the little boy. He asked her the age of the boy. She responded that he was five years old. "Then you will have to pay half fare for him," said Mr. Vane to the lady, who was ticketed to Bloomington, Ind., where the train was scheduled to arrive at 7:45 p. m. Realizing that she had made a fatal mistake, but being entirely equal to the occasion, the lady quickly asked Mr. Vane what time the train would arrive at Bloomington. He told her it would arrive at 7:45 p. m., whereupon she said: "My little boy will not be five years old until 8:45 p. m." Of course, Mr. Vane was not in position to dispute this statement, so that after all the little boy rode free.

Hatch Pleads for Regular Train Load.

While on the St. Louis Division the question of trainload was up for discussion. It seems that the St. Louis Division had made an enviable reputation sometime ago in maintaining the proper train-load; that is, that every locomotive had its proper tonnage before allowed to go out on a trip. For some reason or other, the general officers had interfered with this arrangement in order to expedite transportation. While the discussion was at its height, Train Master Frank Hatch, one of the enthusiasts on the train-load question, pleaded with quivering voice and tears in his eyes to be permitted "to at least maintain what little bit of train-load we have left." The earnestness of Mr. Hatch struck the

officers accompanying Mr. Kittle as being quite good and "What little bit of train-load we have left" was injected into many of the conversations which took place after leaving the St. Louis Division.

Accuracy of Chief Engineer.

Those who know Chief Engineer Thompson intimately know that he is one of the ablest men engaged in railroad work. They also know that he is a man of action. He does not speak often, but when he speaks, he says something. At one point on the line the officers were standing around two flat cars, which contained a shipment of large timbers en route from Seattle to New Orleans. The pieces of timber were $19\frac{1}{2}$ by $19\frac{1}{2}$ and 81 feet long. Such huge pieces of timber are seldom seen anywhere. It required two flat cars to accommodate them. Knowing the high price of timber, the party stood around wondering how much each one of those timbers was worth. One of the party suggested they were worth \$500 each. Mr. Thompson stepped up and as quick as a flash gave the exact number of feet in each piece of timber and also the exact amount each piece was worth. Another member of the party took occasion to verify this later on and found that Mr. Thompson was absolutely correct.

Somebody Started a Story.

While on the Illinois Division, which was standing one hundred per cent on the Safety Drive, there was a rumor to the effect that an employe had been injured on a pile driver at Kankakee. This rumor persisted until Superintendent Patterson breezed in where the discussion was taking place, and was asked about the rumored accident. His reply is quoted: "Some busybody started that story. There is no foundation for it at all. As a matter of fact, there is no pile driver at Kankakee." Every time one heard of an accident, after that, there was a feeling that the report might turn out to be untrue and just another "started that story" affair. The fact is that the whole party got so wrought



ENGINEER E. L. FORTIN AND FIREMAN J. E. GRAHAM, WHO HAD CHARGE OF THE LOCOMOTIVE OF THE SAFETY SPECIAL OVER THE ILLINOIS DIVISION.

up on the question of Safety that it was believed an accident could not occur on the Illinois Central.

Little Seen of Superintendent Shaw

The members of Mr. Kittle's party did not get to see much of Superintendent Shaw while on the Springfield Division. Mr. Shaw was said to have been at the hospital busily engaged in nursing an employe who had fallen from the side of a car and sustained an injury, the seriousness of which could not be determined. Mr. Shaw was trying his best to assist the employe in recovering before the expiration of the three day period. Needless to say that he succeeded. Whether the injured employe was put to work in the hospital, or returned to his job of braking, is not known at this writing, but the last information from the Springfield Division was to the effect that it was standing one hundred per cent.

Will Have to Be Sterilized.

It is earnestly hoped that the Illinois

Central system will win the prize, but whether it does or not, a long step has been taken in the interest of Safety. There is a feeling that the two weeks' campaign will merge into a continuous campaign to prevent accidents, and that in the future employes who get hurt through their own negligence, or hurt others through their negligence, will have to go through a process of sterilization before they will be allowed to associate with the multitude of clean and careful employes on the Illinois Central system. The war against carelessness is on in earnest and it is going to be waged as long as there is a vestige of carelessness left.

Record to Date.

Up to the afternoon of the 28th ult., with three more days to go, the record in the Great Safety Drive on the Illinois Central system was 3 killed and 17 injured. This compares with the first half of October of the four previous years as follows: 1918, 2 killed, 141 injured; 1917, 2 killed, 240 injured; 1916, 3 killed, 190 injured; 1915, 2 killed, 173 injured.

Six Divisions have clear records of no accidents, as follows: Chicago Terminal, Illinois, Springfield, Indiana, Kentucky, Memphis.

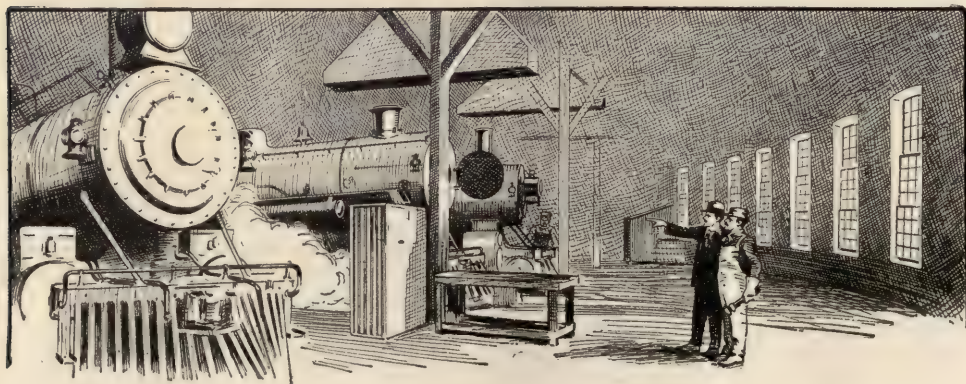
"SAFETY FIRST"

Between Saturday noon and six o'clock p. m. Monday, seventeen persons were killed at railroad crossings in eastern Iowa and western Illinois.

The people who were killed were riding in automobiles and were hit by railway trains. This is the ever increasing and pathetic story. In nearly every instance a majority of the members of a family are wiped out and in a majority of instances the drivers felt so confident about what they were doing that they drove themselves to their death.

It is extremely difficult to induce automobile drivers to be careful when about to cross the tracks of steam railroads. In every case the dispatches say that the crossing was a somewhat dangerous one. This means that there were no bells ringing and no voices shouting, "Beware!" All railway crossings are dangerous unless the roadway is above the railway which is not often the case in Iowa. The local newspapers in every community have been busy warning people to be careful about railway crossings. The managers of steam railroads have used all their power and influence to induce people to beware, but the killing goes on. Not a week passes but what from five to ten lives are sacrificed at railway crossings. In nearly every case the victims are cruelly mutilated.

Of course all the care that may be taken cannot prevent all the accidents. Some of them will occur anyway. But it is the duty of every citizen to aid in the education of automobile drivers toward greater care and to remind each and every one of "safety first."—*Des Moines (Ia.) Capital.*



UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

Orderly Procedure Must Prevail

Director-General Warns Altoona Strikers That Attempts at Coercion Injure Labor and Arouse Resentment of the Public

ON October 8 the mechanics at No. 3 enginehouse, Altoona, Pa., on the Pennsylvania Lines East, went on strike because of the appointment, as assistant foreman, of an employe from Hollidaysburg, adjacent to Altoona, claiming that this promotion should have been bulletined and given to the senior local man. They did not present their grievance in the manner authorized nor wait for adjudication.

B. M. Jewell, acting president of the Railway Employes' Department of the American Federation of Labor, immediately wired the presidents of the various organizations affected, asking them to advise the men that the strike was illegal and that they should return to work at once. This was done, but the men refused to return.

Committees representing the men then conferred with officials of the railroad and it was agreed that the men should return to work and take up their complaint in the regular manner. This information was conveyed to the men by their own representatives on these committees, but they refused to comply, and on October 10 a large percentage of the men in the other shops in Altoona and vicinity also quit work.

Later, after considering the matter dispassionately, all employes returned to work, on October 13.

In connection with the action of the men in quitting work in this instance, Director-General Hines wrote Mr. Jewell as follows:

Washington, October 11, 1919.

My dear Mr. Jewell:

I have learned with concern of the hasty and unauthorized strike which has taken place in the Altoona shops.

Until the contrary is clearly proved to me, I am going to believe that the rank and file of the men who have taken this action are going to give this matter their own individual consideration and exercise their own intelligent judgment in regard to it. I am, therefore, sending you this letter, thinking you may wish to transmit it to the employes for their consideration.

I have had the opportunity of addressing and meeting the employes in the railroad shops in various parts of the country, and I am impressed with the belief that they are unusually intelligent and capable of thinking for themselves.

I believe any intelligent railroad employe who is independent enough to think for himself is going to decide that railroad labor cannot accomplish its entirely just and proper objects and desires except through orderly organizations, and he will also appreciate that railroads cannot be run except in an orderly manner.

Cannot Shut Up Shop Every Other Day

If a railroad shop is shut up every time there is a momentary disagreement between the local management and the local employes, before there is any chance to investigate the matter in an orderly manner, everybody might as well give up trying to run the railroads.

On the other hand, if, every time there is such a disagreement, the management must do what the employes demand, that will also be the end of railroad operation, because every thoughtless act of this sort will stimulate other thoughtless acts, and the

situation will get worse and worse and become impossible.

Must Adhere to Proper Methods.

It is for these plain common-sense reasons that labor organizations provide a regular method of handling their grievances, and no labor movement can in my opinion, ever succeed on any other basis. It is for the same reasons that the United States Railroad Administration has arranged, in co-operation with the railroad organizations, for the settlement of all these matters in a proper way and has taken the position from the outset, and must adhere to it until the end, that no grievance can be settled or considered while the employes are out on an unauthorized strike prior to the resort to the usual machinery.

Injuring the Cause of Labor.

I hope, therefore, that every employe who is concerned in this matter will fully appreciate the fact that the supposed grievance on account of which the strike has taken place cannot possibly be considered at all until the strike terminates and the men return to work. I therefore would like for every employe concerned, who is willing to think for himself, to consider whether he promotes or injures his own interest and the interest of organized labor by continuing to participate in this unauthorized strike.

Here are broader aspects of this matter which I believe the employes will think about, and which I wish to mention.

One is that these unauthorized strikes are doing a great deal to injure the cause of labor. They are creating the basis for the argument, which is being urged more and more, that it is nonsense to recognize labor organizations or to try to deal with them, because the organizations will not obey their own rules, and therefore they make the orderly handling of business impossible.

I am not willing to accept this view. I believe these unauthorized strikes are due to temporary states of mind which

will disappear and which will be succeeded by a due appreciation of the undoubted fact that labor organizations never can succeed and accomplish the important things which they ought to accomplish in behalf of labor until they obey their own rules. Nevertheless, every instance of this sort furnishes another argument to those who are opposed to organized labor, and every railroad employe who participates in a strike of this sort is making a weapon to be used by the enemies of labor organizations.

Alienating the Public.

Another important aspect of this matter is that railroad employes, by reason of their organization, have a very important power and they have corresponding responsibility.

When they, without just cause, prevent the usual carrying on of the railroad business, they become responsible for an injury to the general public, including laboring men and their families, and an injury which the general public is more and more prompt to resent.

At the present time the United States Railroad Administration is straining every nerve to serve the people of this country, and the people of Europe by transporting the things which are needed to feed and clothe the people, provide them with fuel and with everything else they are accustomed to have. Every stoppage of work of this character is an unwarranted interference with carrying on this important work. It creates a burden from which in the long run the people in general have to suffer. It results in less supplies of every sort, and more cost for supplies of every sort.

The individual employe may feel that his own action in this matter is not enough to make any difference. But when he joins with a great many others, and when the joint action constitutes a serious interference with rendering the public transportation service upon which every man, woman and child in the country is dependent, and when he does this in advance of any effort to

settle his grievance by reasonable and orderly processes, he does an injury to the public, and, as I stated above, an injury which the public is resenting more and more, and which, therefore, is reacting injuriously more and more upon organized labor, a result which I most sincerely regret.

If you think that this letter will be useful in prevailing upon these railroad employes to consider what their strike really means, that it cannot possibly help them, that it will not only be injurious to them individually but will hurt the cause of organized labor as well as constitute an injury to the general public, I shall be very glad for you to transmit the letter to them.

Sincerely yours,
WALKER D. HINES.

OUR "ON TIME" RECORD.

The Railroad Administration has begun the compilation of figures showing the percentage of passenger trains arriving on time in all parts of the United States.

The figures compiled during the month of August show that a high percentage arrived at their termini on time, the average for all regions being 83 per cent. Including trains leaving their initial termini late because of delay to connections, 87.3 per cent made their run in schedule time or less.

The Allegheny Region, with a total of 80,261 passenger trains operated during the month, put 70,756 through on time, or 88.1 per cent; 72,912 trains in this region, or 90.8 per cent, made their runs in schedule time or less.

The various unauthorized strikes of shopmen during the month militated against a still better showing.

In this compilation suburban trains are not included. This report covers the Class I roads under federal control.

Trains which arrived on schedule time:

Regions	Number of Roads	Trains Operated	Number on Time	Per cent
Eastern	43	98,081	82,071	83.7
Allegheny	15	80,261	70,756	88.1
Pocahontas	3	3,970	2,949	74.3
Southern	33	49,683	42,224	85.0
Northwestern	15	25,960	19,939	76.8
Central Western	24	42,474	32,390	76.3
Southwestern	23	20,289	15,965	78.1
Average	156	320,718	266,184	83.0

Trains which arrived on schedule time, or which, if late, made their runs in schedule time or less:

Regions	Number of Roads	Trains Operated	Making Sched. Time	Percent
Eastern	43	98,081	85,989	87.7
Allegheny	15	80,261	72,912	90.8
Pocahontas	3	3,970	3,073	77.4
Southern	33	49,683	44,668	89.9
Central Western	24	42,474	35,272	83.0
Northwestern	15	25,960	21,064	81.1
Southwestern	23	20,289	16,992	83.8
Average	156	320,718	279,970	

Trains arriving at final terminal ten minutes late or less are considered on time.

When considering time of departure, delays at initial terminal chargeable to causes other than waiting for connections are considered as part of the running time. Delays at intermediate points waiting for connections as part of the running time.

HANDLING IMMENSE TRAFFIC.

The railroads of the country are now doing a heavier business for the present season of the year than was ever done in the history of the railroads in normal years, and practically as heavy business as in 1918, which exceeded all previous records. They have more cars in actual service than in 1917 or 1918. While the bad order car situation was greatly embarrassed by the extensive strikes among shopmen in August, the percentage of bad order cars is now rapidly improving.

While the freight business is practically as heavy as at this time last year, the Railroad Administration in performing that business is unavoidably deprived of many exceedingly important aids which it was able to utilize last year. One of these is the zoning of coal, which last year compelled consumers to take their coal from nearby mines. Another is that last year there

was much heavier loading of many important commodities than it has been possible to secure this year, the result being that more cars have to be used for the same amount of traffic.

The fact that there is still a shortage in rail transportation is due to the fact that the business offered is far in excess of transportation facilities. This has always been true in times of heavy business in the autumn months, except last year, when the matter could be and was controlled with a view solely to war necessities.

At the same time railroad facilities have not expanded to the extent required in the public interest. Even prior to the war railroad facilities were not equal to the demands. During the war the addition of new facilities was greatly restricted by scarcity of material and labor. Since the war, it has been impossible to enter upon or carry out any extensive program for enlargement of railroad capacity because of the uncertainty as to the status of the railroads. The Railroad Administration was not provided with the money and therefore could not originate or carry out any such program. The railroad companies, in view of the uncertainty were unwilling to provide the money.

The result is that the railroad facilities of the country are decidedly below what the traffic demands. Nevertheless, the maximum traffic is being handled, and this is being done with less shortage of transportation than manifested itself at times in the pre-war period.

Particular attention is being paid to furnishing equipment for the transportation of coal and grain. It was decided early in September that in order to meet the coal requirements of the country it would be necessary to move a minimum of 11,000,000 tons of bituminous coal a week. For the week ended on September 27 approximately 11,575,000 tons were transported.

Conditions have developed which have made it necessary to handle the wheat situation in an emergency way.

It has been impracticable to move additional wheat to points where the elevators are full, because to do so would cause large numbers of cars to be filled with grain which could not be disposed of at destination, and this would result in practically taking such cars out of service.

As to the situation in Texas, where the wheat conditions are particularly acute, because the crop is approximately 25,000,000 bushels larger than last year and there is a scarcity of storage facilities, arrangements are being made through the Grain Corporation for the sending of additional cargo vessels to Galveston. Particular efforts are being made to move wheat which is on the ground and thus exposed to the weather.

KEEP WELL THIS WINTER

The Committee on Health and Medical Relief of the Division of Operation has compiled the following mandates for those who wish to enjoy good health during the winter months:

Ventilators in offices should be kept freely open, and, if there is heat in the building, the temperature of the quarters should not be permitted to go over 68 degrees.

At the noon hour all windows in offices should be opened and the rooms cleared of all the clerical help possible during lunch time.

Avoid crowds and congregating in groups.

Elevators should not be crowded.

Everyone coughing and sneezing should do so in handkerchiefs.

Use individual drinking cups.

Keep the hands clean by frequent washing, as they are conveyors of disease germs.

Do not visit anyone suffering from influenza, pneumonia or epidemic colds.

Remember that the germs of flu and pneumonia are found in the discharges from the mouth and nose of not only those so afflicted but often in persons who seem to be healthy.

Avoid getting feet and clothing wet.

Protect others by observing these

health rules just as you would have others protect you.

FEWER WOMEN EMPLOYES

The number of women employed on the railroads under federal control on July 1, 1919, has decreased 17,415; or 17.4 per cent, as compared with January 1.

Because of the heavy character of the work, instructions are outstanding that women shall not be employed in depot parcel rooms, as section laborers or as truckers.

Following is a statement of the numbers engaged in various capacities:

Service—	Jan. 1	July 1	Pct. Dec.
Attendants	1,816	1,275	29.7
Bridge tenders.....	1	19	.....
Car department.....	1,525	931	38.9
Clerical	74,744	64,602	13.6
Cleaning	5,471	4,674	14.6
Elevator operators.....	100	96	4.0
Messenger service.....	754	562	25.5
Personal service.....	2,863	2,404	16.0
Roundhouse work.....	1,290	595	53.9
Shopwork	2,854	1,085	61.9
Signal service.....	234	138	41.0
Station agents, etc.....	1,174	1,134	3.5
Supervisors of women emp.	105	86	18.1
Yard work.....	37	26	29.8
Telegraph operators.....	2,587	1,768	31.7
Telephone operators.....	2,282	1,577	35.3
Train service.....	94	71	24.5
Warehouses and docks.....	722	408	43.4
Watchwomen	721	565	21.6
Other service.....	335	278	17.1
Total	99,709	82,294	17.4

WANTS LEGISLATION EXPEDITED

Dealing with the desirability of the early passage of the legislation preliminary to the release of federal control of the railroads, so that definite knowledge rather than uncertainty may prevail, Director-General Hines gave his views in a joint letter to Senator Cummins, chairman of the Senate Committee on Interstate Commerce, and Congressman Esch, chairman of the House Committee on Interstate and Foreign Commerce, On October 7. Following are excerpts therefrom:

"Pending the passage of railroad legislation uncertainty naturally exists. Such uncertainty makes it impossible for the government to plan or carry forward necessary additions and betterments and to acquire essential new equipment. And such uncertainty likewise makes it impossible for the rail-

road companies to make such preparations.

"In order to keep abreast of the growth of business in this country it is indispensable that the railroads should continue to spend large sums in the acquisition of new equipment, the enlargement and unification of terminals and the construction of additional and the enlargement of existing shops, engine-houses, turntables, etc., and in the carrying forward of normal programs for the revision of grades, construction of additional main tracks, longer and more numerous passing tracks, etc.

"In the year or two prior to the beginning of federal control this work was largely arrested by the difficulties of securing materials and labor and by the difficulty of securing new capital. During the year 1918 this work was largely restricted to things which could be promptly done and which would have a relation to winning the war, and also restricted by the scarcity of materials. The result was that comprehensive programs for developing the railroads were largely interrupted. During the calendar year 1919 there has been unavoidably an almost complete stoppage of all these matters because of the prospect of early termination of federal control and the resulting indisposition on the part of Congress to make appropriations large enough to provide for extensive improvement programs to be carried on with government funds under the direction of the Railroad Administration.

"Hence a vast amount of work now remains to be done which the intervention of the war has necessarily delayed and accumulated, and the result is that during the year 1920 very large capital expenditures ought to be made to make up for the interruptions inevitably due to the war and to prepare the railroads to serve adequately the increased traffic throughout the country. This is particularly true as to equipment, as it seems to be reasonably certain that in the fall of 1920 there will be need for materially more freight cars than will be available if the corporations are not

able promptly to make plans for the additional equipment which the government has been without provision to acquire.

"In order to make the necessary preparations for addition and betterments, including equipment, it is obvious that considerable time must be allowed for planning the improvements and for raising the money. Even the physical planning for the improvements cannot be successfully made until the legislation shall be determined upon, and the improvements cannot be entered upon without knowledge as to how the money can be raised to pay for them; and the raising of the money will of course be dependent upon the fact and character of the legislation. Even thirty days' delay in the ability to make plans means a probably much greater delay in carrying the plans into effect, and if legislation should be so delayed as to prevent the definite making of plans until well along in the spring the probability is that the plans could not be carried out at all in time to meet the railroad traffic requirements in the latter part of the summer and fall of 1920.

"What I have said above with regard to capital expenditures of course does not affect the situation as to maintenance work on the railroads. The Federal Control Act and the contracts which the government has made with the majority of the railroad corporations imposes an obligation to return the railroads to their owners in substantially the same condition as they were in when they were taken over, and the Railroad Administration is carrying on its maintenance work on this basis."

INCREASE DEMURRAGE CHARGES.

To study expedition of movement of freight cars both loaded and empty within terminals in order to overcome avoidable delays and thus increase the efficiency of the freight car equipment of the country, special terminal committees have been arranged for at seventy of the principal terminals, each to

be composed of local railroad representatives and a representative of the shippers.

The work on these committees is being pushed vigorously and every possible effort will be made to prevent delays to freight cars at terminals.

The Railroad Administration has received numerous complaints recently that refrigerator cars are being unduly detained at destinations and that cars loaded with lumber held for reconsignment are also being unduly held.

During the present emergency in order to prevent undue detention of equipment, the following rules have been promulgated, after consultation with shippers:

On refrigerator cars which are not unloaded at the expiration of five days after the hour at which free time begins to run under the demurrage rules, a storage charge of \$10 per car will be assessed for each day or fractional part of a day thereafter that such car is held under load.

On cars loaded with lumber held for reconsignment a storage charge of \$10 per car will be assessed for each day or fractional part of a day that a car is held for reconsignment after 48 hours after the hour at which free time begins to run under the demurrage rules.

These charges will be assessed regardless of whether cars are held on railroad hold tracks or delivery tracks, including consignee's or other private sidings and will be in addition to any existing demurrage and storage charges.

AUGUST FINANCIAL STATE- MENT

The Operating Statistics Section of the Railroad Administration has completed figures covering the financial results of operation for the month of August for all Class 1 roads in federal operation. These comprise 231,964 miles of road, or 97 per cent of the total of 240,177 miles of road federally operated.

CONDENSED INCOME ACCOUNT

	Month of August		Inc. or Dec.	
	1919	1918	Amount	Pct.
Op. rev....	\$464,550,969	\$497,689,570	*\$33,138,601	*6.7
Op. exp....	353,416,001	364,682,438	*1,266,437	*0.4
Net op.				
rev.	111,134,968	143,007,132	*31,872,164	
Taxes, etc.	20,485,967	16,324,502	4,161,465	
Net op.				
inc.	90,649,001	126,672,630	*36,023,629	
Op. ratio.	76.1	71.3	4.8	

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,352,976, so that the net profit to the government was \$16,296,025 for these properties. In this connection, however, it should be observed that the August expenses do not include the increases in wages recently granted the shopmen, which are retroactive to May 1, 1919. It is estimated that these increases will amount to approximately \$4,000,000 per month.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in August, 1918, include about \$19,000,000 back pay applicable to prior months, but they do not on the other hand reflect the increases to agents, telegraphers, trackmen, clerks, engineers and trainmen, granted subsequent to August, 1918, which are included in the August, 1919, expenses.

The results for the eight months ended on August 31 are as follows:

CONDENSED INCOME ACCOUNT

	Eight Months to Aug. 31		Inc. or Dec.	
	1919	1918	Amount	
Op. rev....	\$3,238,744,231	\$3,017,761,965	†\$220,982,266	
Op. exp....	2,763,103,717	2,457,633,745	†\$305,469,972	
Net op.				
rev.	475,640,514	560,128,220	*\$84,487,706	
Taxes, etc.	151,326,023	144,976,921	6,349,102	
Net op.				
inc.	324,314,491	415,151,299	*90,836,808	
8/12 of annual rental ..	594,823,808	594,823,808		
Op. loss ..	270,509,317	179,672,509	90,836,808	
Op. ratio..	85.3	81.4	3.9	

*Indicates decrease.

†Indicates increase of 7.3 percent.

‡Indicates increase of 12.4 percent.

It must be remembered that the comparison between the eight-month periods is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918.

GRAIN MOVEMENT

In connection with the handling of the grain crop, especially of the Western States, where the demands have been insistent for more cars into which to load wheat, Director-General Hines states:

"My associates and I have been and are giving most earnest consideration to the transportation of wheat, but it is important to have it clearly understood that the present inability to transport the wheat is due to causes which the Railroad Administration cannot control.

On May 20 and again on May 29 the Railroad Administration issued notices to the public that, in view of an expected large crop of wheat and the necessity for utilizing all available railroad equipment to the fullest possible extent, the wheat crop would have to be handled under the permit system, under which wheat would not be accepted for transportation until there were facilities for unloading it at destination. The permit system, which is administered in connection with the United States Grain Corporation, was put into effect in accordance with the public notice on August 1, and since that time permits for the shipment of wheat have been issued only when there were facilities at destination for unloading it.

"The reason the Railroad Administration has not been supplying more cars for wheat is that the elevators are full at the proposed destinations and consequently the wheat could not be unloaded from the cars.

It is absolutely necessary to avoid a situation where vast numbers of railroad cars would be filled with grain which could not be disposed of at destination, because this would result in practically taking the cars out of transportation service and using them for storage and depriving the public generally of cars which are badly needed for business of every sort. The Railroad Administration is prepared as an emergency measure to provide ample freight cars to take care of all wheat that can be unloaded out of the cars at destination, giving preference to wheat on the

ground. The situation thus becomes one of finding elevator capacity to take care of the wheat at destination.

"My associates and I are using every endeavor to improve this situation through co-operation with the United States Grain Corporation, and that corporation is following up the matter in a most active way. It must be appreciated, however, that there are world-wide limitations upon the extent to which grain can be immediately moved out of the elevators, on account of conditions in the foreign markets and conditions of ocean shipping, and it will be exceedingly difficult to overcome these limitations.

"Just as fast as elevator capacity can be provided at destination, the Railroad Administration proposes to give preference to the wheat movement and furnish the cars to move it, but it would make the situation worse and greatly injure transportation generally to tie up cars by loading them with wheat which could not be unloaded at destination."

REGARDING INCREASED RATES

In a recent communication to T. DeWitt Cuyler, chairman of the Association of Railway Executives, dealing with the desirability of increasing railroad rates. Director-General Hines made clear his views on this matter, as follows:

"From time to time I have discussed with you and other representatives of the railroad executives the question of what, if any, increases should be made in railroad rates, and the manner in which such increases should be made.

"My view has been and is that this important matter must be handled in accordance with the two following considerations:

"First: The Question of an increase in rates could not properly be considered on the exclusive basis of the unfavorable showing which the Railroad Administration was making in the early part of this year, because that showing was very largely due to an abnormally small freight business, so that the results of that period could

not fairly be taken as a test for making increases in rates. Necessarily, therefore, it seemed to me that the formulation of any proposal for a general increase in rates would have to await a better opportunity for making an estimate as to what the earning capacity would be under normal conditions. I have been increasingly confirmed in this opinion by the various developments which have taken place.

"Second: It has seemed to me that the public would not be satisfied under existing conditions to have any general increase in rates put into effect without the concurrence of the Interstate Commerce Commission. The public sentiment to this effect has been manifested in many ways throughout the year and has been emphasized by the recent passage by the two houses of congress of bills providing that there shall be an opportunity to review any rates proposed by the Railroad Administration before those rates shall go into effect. It follows, therefore, that time and opportunity must be provided for public consideration by the regular rate-making authority of any rate proposals now made.

"Since the foregoing controlling factors must be respected, it is evident that it would be impossible for the government to establish any general readjustment of rates prior to January 1, 1920. It is also evident that any new basis to be established for the future should naturally be considered not from the standpoint of unified operation of all the railroads but to a greater extent from the standpoint of the necessities of the separate railroads. A rate adjustment which might fully protect the government when operating all the railroads as a unit might wholly fail to protect equally or fairly the different railroads when separately operated.

"I therefore see no escape from the conclusions that, if the corporations desire to make progress at this time with this matter, they enter themselves upon a study of the problem to determine what tariffs they think ought to be proposed, with a view to filing tar-

iffs accordingly with the appropriate public authority.

"I suggest, therefore, that you advise the railroad corporations that, if they desire to take this course, I shall be glad to place at their disposal all the information in the possession of the Railroad Administration bearing on the subject. Since most of the traffic experts who would ordinarily be relied upon by the railroad companies in a matter of this sort are now employed by the Railroad Administration, I shall be glad to provide that traffic experts so employed shall aid the railroad corporations in studying this problem and bringing it to a conclusion."

HARD SLEDDING FOR THIEVES

That it does not pay to tamper with freight in warehouses or en route, or otherwise to purloin property belonging to or in the care of the Railroad Administration, is forcefully illustrated by figures compiled from the records of the Secret Service and Police Section.

During August 1,514 arrests were made for theft, 607 convictions being obtained, carrying with them total sentences of forty years in the penitentiary and one hundred and eleven years in jails and reformatories, besides nearly \$12,000 in fines. During the month \$149,000 worth of property was stolen, of which \$133,554 worth was recovered.

The following figures show the results of the activities of the Secret Service and Police Section in dealing with thefts for the eight months of 1919 up to September 1:

Arrests for theft.....	12,486
Employees arrested.....	4,164
Others (not employees)	8,312
Cases pending.....	4,472
Convictions.....	7,140
Penitentiary, total years.....	2,062
Jails and reformatories, total years.....	1,687
Dismissed, paroled or suspended	2,046
Fines imposed	\$122,526.08
Approximate value of property stolen	904,111.84
Approximate value of property recovered	779,095.66

NEW EQUIPMENT

Of the order for 100,000 cars placed by the Railroad Administration on May 1, 1918, 78,658 had been completed up to October 11, and all had been placed in service with the exception of 3,502 which were being lettered and numbered. New cars at the average rate of 507 per day are being placed in service.

Of the 1,930 locomotives of various types ordered by the Railroad Administration, 1,784 had been completed up to October 10. The balance will be finished and put into service before the end of the year.

HARMONY DESIRABLE

With reference to the National Agreement between the shop crafts and the Railroad Administration which went into effect on October 20, Director General Hines on October 18 issued an open letter to all officers and employees asking that in view of the proper machinery having been developed for an amicable adjustment of possible misunderstandings, it is desired that any grievances which may arise should be handled without friction.

Following is the letter:

"To Officers and Employees:

"The National Agreement signed on September 20 between myself, representing the Government, and the chief executive of the shop crafts organizations included in the railway employees department of the American Federation of Labor, will go into effect on October 20. This agreement is designed to cover all questions of wages, rules and working conditions affecting such employees. It is designed to promote justice, harmony and efficiency. It provides machinery for the settlement of all disputes.

"The success of this agreement depends in a large measure upon its application, and I earnestly urge both officers and employees to use their utmost endeavors to join in putting it in effect in a fair and impartial manner, calculated to promote justice to the Government and to the employees. It is highly important that misunderstandings be

avoided, but, where such misunderstandings do arise, I direct attention to the existence under the agreement of adequate means of investigation and settlement.

"Because the fall months have been year after year marked by a shortage of transportation, and because such a shortage exists now, it is particularly important that repair and inspection

forces, both officers and employees, join in giving the best that is in them to their work and that attention to that work shall not be impaired by disputes.

"It is also my earnest hope that both sides will use every possible endeavor to the end that differences may be settled locally between their respective local representatives."

UNITED STATES RAILROAD ADMINISTRATION

CO-OPERATION OF SHIPPERS URGED TO PROMOTE FREIGHT CAR EFFICIENCY

During the war no one was more patriotically helpful than the American shipper. With zeal and efficiency he did his part in the common cause.

The Railroad Administration had excellent opportunity to observe this attitude during the war and has appreciated heartily the subsequent continued co-operation of the great majority of the shippers.

The time has now come for renewed efforts by both the Railroad Administration and the shippers and receivers of freight so that the Nation's transportation service may be rendered with the greatest satisfaction possible under the circumstances.

An unusually heavy grain and coal movement, deferred repairs to and construction of public highways in all sections of the country, and the concentrated requirements of suddenly reviving business, combined with the usual transportation requirements at this time of the year, threaten a serious lack of transportation facilities unless all parties interested co-operate in securing the greatest possible utility from the existing limited transportation facilities.

In this connection attention is invited to the following extract from a recent public statement of the President:

"We have now got to do nothing less than bring our industries and our labor of every kind back to a normal basis after the greatest upheaval known to history, and the winter just ahead of us may bring suffering infinitely greater than the war brought upon us if we blunder or fail in the process. An admirable spirit of self-sacrifice, of patriotic devotion, and of community action guided and inspired us while the fighting was on. We shall need all these now, and need them in a heightened degree, if we are to accomplish the first tasks of peace."

The Railroad Administration will do its full part. The Car Service Section in Washington and the various regional organizations are striving earnestly to secure a fair and just distribution of the existing equipment as well as to meet the requirements of individual shippers. Of the 100,000 new freight cars which the Railroad Administration ordered constructed, 64,280 had been completed on September 20, and are now in service, and this number is being increased at the rate of nearly 800 each working day. Instructions have been issued to all Regional Directors to bend every effort to speed up road and yard movements, to secure heavier loading of equipment, to establish and maintain complete and accurate yard checks, to reduce the number of bad-order cars, to make prompt delivery to connections, to effect early deliveries at freighthouses and teamtracks, to reduce the number of freight cars used in the transportation of company material, and to expedite the

movement of grain cars in terminals. The hours of labor of car shop employees have been increased, and every effort is being made both in railroad shops and in the shops of private concerns to whom the work is being let out to reduce the number of bad-order cars.

I earnestly urge all shippers and receivers of freight to redouble their efforts to promote freight car efficiency.

SHIPPERS OF FREIGHT CAN ASSIST—

1. By loading all cars to full visible or carrying capacity.
2. By prompt loading and release to the carrier.
3. By ordering cars only when actually required.
4. By eliminating the use of railway equipment in trap or transfer service when tonnage can be handled by motor truck or wagon.
5. By reducing the diversion and reconsignment of cars to a minimum.

RECEIVERS OF FREIGHT CAN ASSIST—

1. By prompt unloading of cars and notice thereof to the carrier.
2. By ordering goods in quantities representing the full sale-carrying capacity of cars, disregarding trade units.
3. By ordering from the nearest available source.
4. By pooling orders so as to secure full carload.

A resumption of intensive loading will not merely reduce the number of cars under load but will also relieve congested terminals where it is a question of track room rather than of equipment.

With a strong concerted effort on the part of the Railroad Administration and the shippers and receivers of freight, it is hoped that, during the period of abnormally heavy traffic with which we are now confronted, the Nation's transportation needs may be met with reasonable satisfaction to all parties.

I earnestly ask the continued and even more effective co-operation of all shippers and receivers of freight.

WALKER D. HINES,
Director General of Railroads



Mattoon, Ill.

LIKE a diadem in the sky the City of Mattoon is situated in the midst of the once broad prairies of Illinois, a proud metropolis, her business men throbbing with the impulsive spirit of this progressive age. Little did the hardy pioneers dream when grazing their stock on luscious grasses that on the treeless plain would arise a city that in many respects has become the marvel of the age. In 1854 when the Illinois Central and the old Indianapolis and St. Louis Railroad perfected the crossing at the present junction the rude shacks of the track men were the only indications of the bright future, and but then few had the courage to predict with any degree of sincerity that there was much hope for the future. But with the flight of time wonderful transformations took place, and in the center of the apparent waste has become the scene of teeming industry and a contented people bent on solving the educational, religious and industrial problems of life. The thousands of ponds were drained, the native sod was turned into productive fields and prolific gardens and with these incentives Mattoon took new hope and soon became a great shipping center, and today is the recognized gateway between Chicago and New Orleans and between New York and San Francisco. A few years ago the muddy streets gave way to brick pavements and the board and cob sidewalks to brick and concrete, and where the rosin weed once flourished stand the elm and maple until this fair city from a distance appears to nestle within the bowery

shades of a primeval forest. And upon this spot once regarded as a vast expanse of waste uncultivated and wherein roamed the deer, wolf, snakes and varmints of every description, are erected churches, schools, business houses, manufactories, palatial residences and unpretentious homes, accommodating 15,000 happy and contented people. Is it any wonder why Mattoon is regarded as the one wonderful product of the Twentieth Century? It took vim, and energy, and enterprise, and risk, and an abundance of hope on the part of her business men to overcome the natural barriers which stood between them and the goal of their ambition, but courage and persistent fortitude paved the way until Mattoon now occupies the well-earned honor of being considered one of the industrial centers of the great state of Illinois.

Manufacturing Facilities

Manufacturers throughout the United States are constantly in search of available localities and no place offers greater opportunities than Mattoon. Having an elevation of 728 feet above the sea level the drainage system has been easily perfected; the water supply at Paradise Lake is inexhaustible for manufacturing purposes and the water for domestic purposes is obtained from a subterranean vein some eighty feet below the surface and the transportation and passenger accommodations are unequalled in any part of the state. The Illinois Central opens the broad way between the extreme north and the extreme south and between the

Library



Post Office



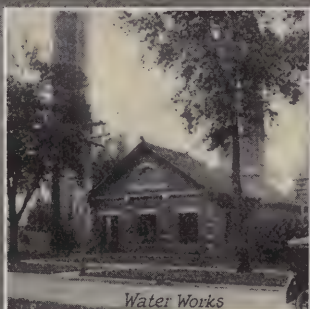
Odd Fellows' Old



Folks' Home..



Mattoon



Water Works

Illinois



Webster-McCormick Hotel

Red Cross Canteen



YMCA



northwest and the southeast while the Big Four covers the traffic between the east and the west. There is no greater incentive for a manufacturer than prompt and efficient service in getting his product to market and these cardinal features are characteristic of Mattoon. A letter of inquiry addressed to any one of the manufacturing establishments will verify this statement; and any information desired in relation to the facilities of this city as a manufacturing center will be cheerfully supplied by J. F. Hanrahan, secretary of the Merchants' Association.

Churches

The moral sentiment of a community is to a very great extent determined by the churches in building up the spiritual welfare of a city and Mattoon is well provided with edifices for worship, and among these are: First Methodist, Presbyterian, Church of the Immaculate Conception, First Congregational, Central Baptist, Trinity, Christian, Union Congregational, Gospel Tabernacle, Marshall Avenue Chapel, A. M. E., Christian Science, German Evangelical Lutheran, St. Johannes Evangelical Lutheran, Church of Christ and Cahpel I. O. O. F. Home.

Memorial Hospital

The Memorial Hospital, founded by Dr. D. M. McFall, has proven an everlasting boon to this vast section of country. Physicians skilled in their profession and sympathetic nurses at a moment's notice are at the bedside of the sick, afflicted or injured. The hospital is a commodious new structure and will accommodate nearly 100 patients at one time.

The Red Cross

The Mattoon Red Cross Society has had occasion to demonstrate its practical utility in disaster and in war. It has soothed and cared for those racked with pain, fed the hungry and clothed the naked. And during the World's War it was alert in administering to the hungry and thirsty soldier boys passing through Mattoon on their way

to foreign battle fields or on their return from conflict. So zealous were they in their merciful ministrations that a canteen was erected near the Big Four depot, and it is still in operation twenty-four hours per day.

Fraternal Orders

The secret orders are also a great factor in creating a brotherhood among men that is beneficial in its tendency and materially aids in producing a healthy morale, and in Mattoon will be found the following: some twenty-six secret orders, among them being, Benevolent Protective Order of Elks, Knights of Columbus, Modern Woodmen of America, Royal Neighbors, Independent Order of Red Men, the Knights of Pythias Lodge is one of the two or three largest in the state, and is the home of E. T. Guthrie, the grand chancellor; associated is a temple of the Dramatic Order of Korasan. The Masonic Order owns its own temple; the Loyal Order of Moose have recently purchased a suburban home and the Independent Order of Odd Fellows own their own hall. The I. O. O. F. Old Folks' Home for the state of Illinois is located here and about two hundred aged Odd Fellows enjoy the benefits of this great benevolent institution. There are but very few orders in existence but what are represented in this city, showing that it is a great secret society center.

Other Societies

Among the other societies are: The Young Men's Christian Association, the Country Club, various railroad associations, and unions covering the occupations of barbers, brick masons, carpenters, cigarmakers, decorators, machinists, moulders, musicians, tailors and printers.

Schools

There are in the city of Mattoon seven elementary school buildings valued at \$270,000 and one high school building valued at \$100,000. The total number of pupils enrolled at the close of the year was 2,729. There are fifty-seven teachers in the grades, eleven in

the high school, a superintendent and three teachers and supervisors, all working under the rules and directions of the Board of Education. Two hundred and nineteen boys took manual training and two hundred and ninety-

taught under the direction of the sisters of the Catholic church.

Farms and Gardens

Mattoon is surrounded by rich and fertile farms and gardens. The farms produce wheat, corn, oats and rye in



eight girls were enrolled in the domestic science and art courses. One hundred and forty-one graduated from the eighth grade and fifty from the high school. These schools are rated among the very best in the state of Illinois.

Besides these schools are the parochial schools where all the branches are

abundance and is near the center of the great broom corn belt of the world. The gardens are also rich and the efforts of growers are met with a bounteous reward season after season. In a measure the farm and the garden are the substantial fundamentals that underlie the growth of any city and these

have their place of honor in the laurel crown of Mattoon. This city is also surrounded by many small villages whose inhabitants make it their mart for trading, and their market for disposing of the products of the farm.

ber reports showed deposits aggregating the sum of \$4,743,442.15.

Building and Loan Associations

The prosperity of the industrial workers of any community is reflected



Schools



Mattoon



The Banks

Mattoon has three banks, The Nation Bank of Mattoon, The State National Bank and the Illinois Trust and Savings Bank, which are on solid, firm business foundations and are the financial centers for a large scope of surrounding country. Their 1919 Septem-

ber reports showed deposits aggregating the sum of \$4,743,442.15. The prosperity of the industrial workers of any community is reflected in its building and loan associations. Mattoon has three such institutions whose combined assets are over \$2,000,000. The great slogan of the government, "Own your own home," has been demonstrated in Mattoon to such an extent that it is known as a city of "owned homes."



H. W. Clark Co.

The H. W. Clark Co. commenced manufacturing the Clark Meter Box in 1904. The merits of the meter box was generally recognized and is now in use in every state in the Union. Branch offices have been and are being opened in principal cities of the United States and foreign countries. This is a fair example of what an enterprising manufactory can accomplish in an inland city like Mattoon.

Mattoon Refrigerating Co.

The Mattoon Refrigerating Co. was established in 1896 and has taken care of the needs of the growing city in a very satisfactory manner. Within the past few years the plant has doubled its capacity and the present time has an output of forty tons of ice daily and has a storage of 750 tons. In addition to the local business they do a large

amount of icing for the New York Central Railway.

The Chuse Engine and Manufacturing Co.

This manufacturing institution, the pride of Mattoon, was founded in 1875 by J. F. Chuse and Richard Heap as a small repair shop; in 1900 Mr. Heap retired and it was incorporated with a capitalization of \$65,000; the business continuing to grow with remarkable strides in 1918 its capital was increased to \$300,000, all of this stock being owned by local parties. At that time additional land was secured and the plant now occupies a tract of land 300x370 feet on which are located the machine shops, foundry and erecting shop. The buildings are of steel and brick and are equipped with machinery adapted to handling heavy castings being supplied with five and fifteen ton

electric traveling cranes. This company make simple and compound engines that not only find a ready market throughout the United States but are shipped into many foreign countries. The best engine in the world is manufactured in Mattoon, and this company has an agency in many of the principal cities of the United States.

Central Illinois Public Service Co.

The C. I. P. S. Co. supplies the city with gas or electric power and lights, runs the street cars and the interurban

is exclusively used in the household there has never been known a single case of typhoid fever. There are but few private power plants as this company furnishes power at a price that disposes of the necessity of private plants.

The Railroads.

The repair shops of the Big Four and the main shops of the Peoria-Evansville division of the Illinois Central are located in Mattoon and give employment to 1,800 men. On the Big



which links Mattoon with Charleston, the county seat. Not only does it perform these duties for Mattoon but a like service is performed for a large number of the surrounding towns and villages. The main offices of this great industrial enterprise are located in Mattoon. This company also has charge of the Mattoon Water Works and obtains its supply from a depth of some eighty feet and where that water

Four Mattoon is the division point between Indianapolis and St. Louis and is also the division between Peoria and Evansville. The larger number of railway employees make their homes and educate their children here. Recently the Illinois Central and the Big Four completed for each system depots that are not only a credit to Mattoon but afford the traveling public the best of accommodations. In the con-

struction of the subway the Illinois Central spanned Broadway with the broadest concrete bridge in the world.

The Joseph Lay Co.

Mattoon being in the center of the great broom corn belt of the world the Joseph Lay Co. solved the broom question by establishing in Mattoon in 1909 a broom factory which employs some seventy-five people in the manufacture of brooms which are shipped to all parts of the United States.

Mattoon Merchants' Association.

The Mattoon Merchants' Association of which Mr. John F. Hanrahan is secretary, is the key to much of the spirit of enthusiasm and public spirit which continually prevails in this community. It is an optimistic organization and is undaunted in all its undertakings for the betterment and advancement of this fair city. In a short time it will move into new and more commodious quarters where public interests will be more thoroughly developed.

Miscellaneous.

Within the limited scope allotted to this article it will be impossible to specialize on additional enterprises that are equally meritorious, but must be content with brief mention of the diversified industries. There are wholesale houses, broomcorn commission firms, egg and poultry houses, numerous bakeries, a creamery, Kern's manufactory of hose supporters, garment manufactory, wholesale markets for fruits, vegetables, etc., carriage and buggy repair shops, planing mills, lumber yards, elevators and milling companies, daily newspapers and jobbing offices, the finest Federal post office in Central Illinois (open day and night), a real estate and insurance center.

Then there are the professions represented by the ablest lawyers, doctors and dentists.

Mattoon is the great retail center for eastern and southern Illinois. Her merchants are renowned throughout the state for their large and magnificent stocks of goods, the great variety



Residences



Mattoon Ill.

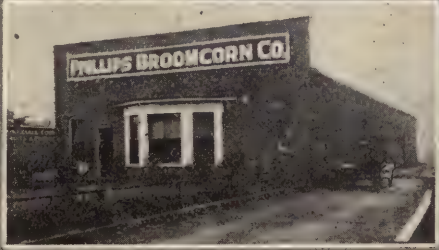


of stocks in many respects comparing favorably with the great centers of trade. Her merchants are alive, awake to business enterprises and are patriotic and enthusiastic in the advancement of all the ideals that will lead to the progress and upbuilding of country, home and city. With such thoughts permeating every fibre and nerve there can be no such a word as "fail" on their part.

Conclusion.

In conclusion we would mention the Mattoon Business College, which affords all the essential opportunities for becoming proficient in bookkeeping, stenography and typewriting; Mattoon has four large and attractive parks,

which, during the summer season give the children ample play ground and the older ones pleasant recreation in the open air amid flowers and shade; the hotel accommodations are ample, being far above the average, where the weary traveler can obtain such attentions as he may desire and last but in nowise the least is the Mattoon Public Library. It contains thousands of well selected volumes by the best authors and hundreds daily visit this temple of knowledge to secure books or in quest of information. It is especially a great resort for students when looking up some question in which they are deeply interested or some problem they desire to solve.



Industries, Mattoon Ill.



Now then, if you are looking for a place in which to establish a factory, whether large or small, in Mattoon you will find all the desirable facilities for doing so subject to your command; if you are looking for a home with pleasant surroundings combined with reli-

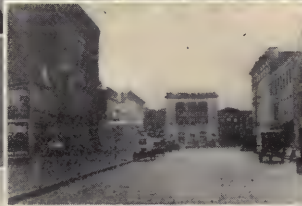
gious and educational opportunities; if you are in search of access to transportation for the prompt shipment of your wares or productions, all these golden desires can be realized by locating in the progressive city of Mattoon, "the queen of the prairies."



Business Section

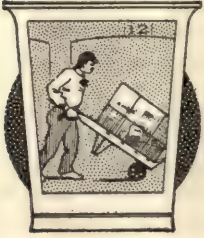


Mattoon, Illinois



FREIGHT TRAFFIC

DEPARTMENT



Channels of Traffic

By C. R. Phoenix

I LIKE those in the city who become so accustomed to the noise and confusion they pay no attention to it, we become so absorbed with the duties of our positions we are apt to think of the greatest single business in the world only in connection with our road, and I have thought it might not be amiss, in view of my having served the Illinois Central in different localities, to draw attention to the varied character of traffic elsewhere.

What we read is often more valuable for the ideas it suggests than thoughts directly conveyed; for instance, if it is stated that in the far north the reindeer and the dog are the factors in transportation and the commodity is oil, that the camel carries the loads across the desert, it suggests ideas of what is transpiring beyond our immediate vision.

While we know that Chicago is the great railroad center, and that great trunk lines extend therefrom to the Atlantic Seaboard, Gulf of Mexico, Pacific Ocean and the far northwest, we may not think of the traffic peculiar to the territory each traverses. Even on our own road employees on one portion do not see or come in close contact with the traffic on another portion. Those on Minnesota Division do not see and perhaps do not realize that a large coal tonnage from southern Illinois moves to Chicago and vicinity.

nor do those in the south where lumber, cotton and its products, sugar, rice, molasses, salt, fruits and vegetables predominate, think that the tonnage north of the river consists largely of coal, grain and its products, live stock, packing house and dairy products, cement, oil, etc.

Much less then, doubtless, have thoughts come to us of the character of the commodities in territories remote from our road.

Certain portions of New England and of Pennsylvania, New Jersey and New York are the principal places of manufacture of fine fabrics, carpets, rugs, shoes, wearing apparel, tools, hardware and countless articles of personal use and adornment, and those commodities flow through certain channels to all parts of the country. In the reverse direction flow grain and grain products, packing house and dairy products, minerals, lumber, raw silk, steel articles, etc. This exchange of food products and raw material for manufactured products is the prime factor in the establishment of natural traffic channels. For the fabrics and carpets wool clipped from the sheep in the middle west or imported from Australia through Pacific ports, is used; the leather for the shoes comes from the tanneries supplied with hides from the packing centers in the west; cotton used in the making of wearing apparel

and cloth, moves up from the south.

Nature did not make one locality its store house for its wealth of minerals, but distributed it in the hills and mountains in the valleys and under the prairies, so that other channels are formed for the movement of iron ore from the mines on the Missaba Range to the steel mills in Pittsburg, Illinois and Ohio districts. From those districts in return flow the products of the mills,—rails, beams, tin plate, wire, nails, pipe, to the principal commercial centers and for export. Anthracite coal, a product of Pennsylvania, is shipped by rail and by water to the colder climate of the middle west. The Green Mountains of Vermont and the mountains of Tennessee yield marble and granite used to beautify the structures which stand in every city as monuments to the skill of man, while that all important substance, oil, bubbles from the earth in the great states of Pennsylvania, Virginias, Ohio, Illinois, Oklahoma, Kansas and Texas, flowing in a steady stream as it were, in certain channels to the refineries and points of destination. Our first thoughts of the Rocky Mountains are of their grandeur and scenic beauty, yet they give to the world lead, copper and silver, flowing in the form of bulion from the west to the east.

The provision and preparation of food, forms a very large portion of industry and commerce; but it would be like naming the sources and courses of all the rivers of the land to undertake to enumerate all the food commodities. As the water sheds turn the waters this way and that in regular channels to the ultimate destination, the sea, so the different foods are deflected in regular channels, in rivulets, streams or rivers as it were, to the locality where absorbed—flour from the mills in Minnesota and Dakota flows to the population east and west of the Allegheny Mountains, and that from the mills in Missouri, Kansas and Oklahoma to the consumers in the south and southeast. Out of Minnesota and Wisconsin to the east, the

Irish potato moves in large quantities, while in the opposite direction flows the sweet potato, a product of eastern states. Apples are grown in many localities, yet probably the finest and most carefully handled come from the far northwest and are sought by the wealthy of all lands. The grapes of the vineyards in the east on their way to the west pass the California grape eastward bound. Radiating from the great canneries of the east, middle west and California are the things that the housewife used to put in cans and jars. We know that our northern winter is waning when the strawberries and green vegetables come out of the south, and then in the heat of the summer when the inner man requires less of animal food, nature provided the many varieties of fruit of this locality and that according to the adaptability of the soil, for instance, peaches from Michigan and Georgia, melons from the south and west, fresh and dried fruits from California.

Among America's gifts to the whole world, one of the most widely acceptable, has been tobacco. In early history it was one of the great crops; it has continued so in Pennsylvania, Kentucky, Tennessee, Virginia and Carolinas, moving across the continent in all directions, as well as over the seas.

One of the foremost industries of Oregon is the canning of salmon, the market for which is in the east. On the other hand, the east has its fisheries, sending to the west sardines and codfish.

Perchance, the paper comprising the pages of the magazine came from Maine, while your morning newspaper is printed on paper from Minnesota and Wisconsin.

Localities remote look to Pennsylvania, West Virginia and Ohio for pottery, earthenware, glass, glassware, and in return those localities may supply the clay and sand for the manufacture of these necessary commodities.

From the south flows yellow pine

and cypress lumber; in the opposite direction from the far northwest, fir, hemlock, spruce and cedar shingles, while Minnesota furnishes white pine.

The whirl of the reaper in harvest time reminds us that the twine which binds the sheaves is made from sisal from Mexico, coming into the United States principally through gulf ports and spreading fan-like to the west and east.

There has been no mention of coffee, which is imported through New Orleans and New York and thence distributed throughout the United States, or of the tea from the Orient; bananas from Central America; of cane sugar which radiates from Louisiana; of beet sugar, a product of Colorado and contiguous states, going principally to the middle west; of rice from the lowlands of Louisiana and Texas; train loads of deciduous and citrous fruits, dried and canned fruits from the orchards, fields and groves of California, the land of fruits and flowers, to distributing centers in the east and south, whence they find their way into every nook and corner of the land; nor of the agricultural implements with which the soil is prepared, crops sown and reaped; of machinery used in the countless mills and factories of every description; of the automobile for pleasure and the motor truck for utility—manufactures of the middle west; likewise

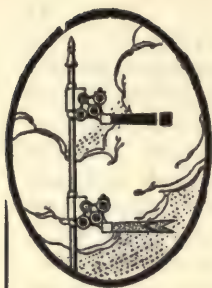
of furniture, an indispensable article in every household and office; nor of the enormous exports and imports.

As stated in the foreword, it is the suggestion oftentimes which sets the thought in action, and so these few suggestions give an indication of where some products of general use and consumption have their origin and whence they go.

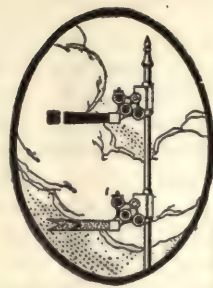
The all wise Creator put here and there the different kinds of soil, the minerals, the forests, the mountains with their precious metals, the valleys and prairies with their treasures, and left man to develop and utilize for one another these bounteous resources. This he has done, creating the commerce which flows and ebbs in natural channels. Because of the great breadth of the United States from ocean to ocean, the main channels predominate in an east and west direction, divided in the center by the Mississippi Valley in which are the principal channels north and south. In these channels move thousands of freight trains and tens of thousands of freight cars by day and by night, carrying the food stuffs to markets, materials to mills and factories and finished products to warehouses and consumers. The railroad is indeed the greatest single business, forming the channels of traffic so necessary to the happiness, prosperity and well-being of each individual.



Mattoon, Illinois.



SAFETY FIRST



Pointed Paragraphs from the Memphis Division

Don't Wait for a Safety Week. **MAKE EVERY DAY OF EVERY WEEK A SAFETY DAY.**

Have you done anything today towards preventing an accident or a personal injury? If you have, honestly, don't you feel better?

Had it ever occurred to you how much easier it is to prevent that accident than it is to endeavor to make an explanation after it has happened.

A minute's carefulness may be the means of preventing months of suffering.

Memphis Division Safety Committee is striving to reduce personal injuries. Its success depends on your assistance. Will you aid?

If you notice a fireman putting in coal while going over a grade crossing call his attention to it next time you see him. He possibly does not realize the dangerousness of the practice.

It would be a fine thing if some of us could be able to view some of the accidents which have resulted from carelessness.

The best Safety Device Known is a Careful Man.
Are you a good safety device?

Mr. Agent, just before leaving your station for the night, spend about five minutes looking around to make sure that nothing has been left where it might cause trainmen or others to get hurt.

Will you endeavor to spend just five minutes each day in safety work? If you, along with every other employe will do this, just think of the good that will result.

Don't think because you "got by" just by a hair's breadth that time that you can always escape injury from being careless.

Let's make our DIVISION the SAFEST ON THE RAILROAD. Just a little work on your part and mine will do it.

You seem to be taking a new lease on life, and everything looks brighter. Possibly you can't understand why. Don't you suppose it is because you were able to prevent a personal injury yesterday?

Make today your Safety Day.

While you are watching others for carelessness, be sure to keep a close watch on yourself. You may be the worst offender.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

The "Flu" and How to Prevent It

DO you want to beat the "flu?" Then let us get wise to the habits of our ancient enemy and be prepared.

The important preparation will be first to build up a defensive wall of health against which the assaults of the foe will prove futile.

In order to know something of the habits of our adversary it will be necessary to consider briefly and broadly some of his tricky methods of assault, so insidious and so gentle that we scarcely know the attack has opened, but suddenly great forces of poison are let loose through the tiny breach and the trouble is begun. Therefore, it behooves us to guard against these little things, to which ordinarily we would pay scant attention and the first of these is a "cold."

When your nose begins to run and you feel stuffy and your throat dry with often recurring attacks of sneezing, don't say, "It's only a little cold," and go about sneezing in other people's faces whether at home or abroad, but admit that you are catching cold and think seriously about doing something to get rid of it. Meanwhile, use your handkerchief over your nose every time you sneeze or cough, because otherwise you send forth millions of germs which may cause the other fellow to catch cold. In other words, the germs which you expel may be inhaled by the innocent bystander or your fellow employe, and will produce the same trouble in him.

This little cold is sometimes the

opening attack of the flu, and because it may be, you should play safety first and start at once to get rid of it. Do not neglect or delay. Go see your doctor at once. Do not think it is foolishness to see the doctor, because should your cold turn out to be the flu, you have played safe, and if it is not the flu, you will have the satisfaction of knowing that you are still safe and besides your cold will be materially shortened. Remember the larger you are and the more unaccustomed to sickness, the more likely are you to have lung fever or pneumonia.

The next line of attack is the "rheumatic" aches and pains in the back and neck, which make you feel quite uncomfortable, but which are the beginning symptoms of the influenza. See the doctor early and get early treatment started. Don't delay; don't try to fight it off and say, "I will be all right in the morning."

When you get your feet wet or have been exposed to bad weather, don't delay in changing to dry hose and dry clothing as soon as possible. That is when infection is apt to start, when our resistance is lowered by having become chilled from such wetting and exposure, and it does not require much of a start for the trouble to obtain a hold upon us.

In your sleeping room, keep your windows open at night. Have plenty of fresh air in your room all night long. However, be careful and don't allow a strong breeze to blow directly

upon you. Fresh air and plenty of it is one of the best influenza preventatives, and it also increases our resistance for any complications, in the event that we should contract influenza. At this time of the year when there is an unusual amount of colds and influenza threatening, it is best to keep away from crowds and not go where we are apt to become exposed to such infection. In addition, by remaining quietly at home and having a pleasant comfortable evening, we get more rest, and consequently thereby increase our resistance.

We have spoken before of the danger of any one spitting on the floor or sidewalk, and if we could see the millions of germs which are thus thrown into the air from such a careless habit, I am sure that we would all be very much more careful regarding it. The germ which causes and spreads influenza lives in the secretions of the nose and mouth and is more readily breathed when these germs are arising from the sidewalk or the floor and floating about in the form of fine dust. Don't spit on the floor or sidewalk yourself, and call down the other fellow when you see him doing it. This can be done in a nice way without giving offense by explaining to such a person that it is dangerous to others.

Now a word about preventives in the form of medicines to be used as a nose and throat wash, or taken inwardly or inhaled. The most important thing is to improve the general health and to keep yourself in such a state of physical well being that you will throw off the infection. To wash the nose or throat causes a certain amount of irritation and is very apt to reduce the resistance of the lining of the nose or throat, and thus predispose to actual sickness. Especial attention should be given to keeping the bowels active and eating of such foods as agree with you, and also get regular hours of sleep and a sufficient quantity of sleep each night. Every cold does not run into the flu, but any cold may do so, and you are justified in

playing safe in getting rid of the cold in the shortest possible moment.

Just how much trouble we are going to have during the present winter season, it is impossible to say, but the probabilities are, because of the fact that we have already gotten by the time when it was so prevalent last year, that its recurrence will not be so extensive. However, it is extremely important that we should take the very best care of our health especially at this time and "play safe."

The greatest danger of the disease is the liability of pneumonia developing as a complication. This dread disease commonly known as lung fever is always serious and especially so when one is in a run-down condition. Therefore, the improvement of the general health to the highest standard is of the greatest importance for two reasons. First, because it will help us to keep from taking influenza and secondly, because if we do have the influenza, it will lessen our likelihood of developing pneumonia, or if we do develop pneumonia, it will increase our chances of recovery from it.

The medical profession have worked out a serum treatment which is of material benefit in increasing our resistance against this disease. Consequently it is best that you should see your doctor and follow his advice with reference to the best means of preventing influenza and pneumonia. From the results obtained in the United States Army and Navy, there is no question but that there is a certain benefit to be obtained from such vaccination in certain cases and your doctor will explain to you just what is best for you to do in order to safeguard your health. These are the most important things for you to remember:

Don't be afraid you're going to get it.

Don't forget to carry a clean handkerchief every day in which to

1—Sneeze.

2—Blow your nose.

3—Cough.

4—Spit.

Don't forget to have plenty of fresh air in the sleeping room.

Don't sit or ride in a current of cool air, especially when you're heated.

Don't catch "cold" and if you do, take care of it under the doctor's advice.

Don't go into a crowded room, as a theatre or meeting of any kind.

Don't forget to get your eight hours' good sleep, eat food that agrees with you and to keep your bowels open.

Don't forget to "call" the other fel-

low for spitting, coughing or sneezing without using his handkerchief covering his mouth.

Don't listen to the fellow who tells you what medicine to take—see your doctor, he is responsible and the other chap is not.

Don't try and "fight flu"—if you get a cold, go at once to the doctor and be governed by his directions.

Don't fail to get the benefit of vaccination if your doctor advises it in your case.

Employees Are Reaping the Benefit of The Hospital Department and are Very Appreciative of Attention Received

Louisville, Ky., September 25, 1919.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad,
Chicago, Ill.

Dear Doctor:

I am sending you this letter to let you know that I am still improving and how grateful I am to the entire Hospital Department Staff. I had suffered so long that I had about given up hope. When I arrived at the Illinois Central Hospital at Chicago I was just a scrap heap, but the correct diagnosis and skilled surgical treatment which I received, coupled with the patient and careful nursing, made me a new man.

I was afraid at first I had only received temporary relief, but now I am sure it is a cure. I work every day, eat and sleep well and cannot say too much for the Illinois Central Hospital at Chicago and the fine work that it is doing.

I am going to ask you to thank the Hospital Department Staff, Doctors as well as Nurses, who did so much for me.

Again thanking you, and expressing my appreciation, I am,

Yours very truly,
(Signed) J. I. Warren,
Engineer, Kentucky Division.

Jackson, Miss., Aug. 19, 1919.

Mr. P. M. Gatch.
Asst. Genl. Claim Agent,
Chicago, Ill.

On June 22nd, 1916, while employed as Brakeman on Train 392 on the Yazoo District, I sustained a severe injury at Tinsley, Miss., causing me to have my right foot amputated between the knee and ankle. You made satisfactory settlement with me and although no promises of employment were made, through the efforts of your Department, I have secured a position as Crossing Flagman and am making a good salary.

At the time of my settlement, I was not willing to accept the artificial limb which the Hospital Department offered to me, as I had been solicited by an agent of another artificial limb company. I had been led to believe by this agent that their limb was the best limb manufactured and therefore, took money out of my own pocket to buy their artificial limb.

The limb that was furnished me was very unsatisfactory and I sent it back to the

manufacturers twice, but it was never satisfactory and each time they promised to send a man to see me, but have never done so.

I finally talked with your Mr. Mackey at Jackson and he kindly took up the matter to ascertain as to whether the Hospital Department was still willing to furnish me with an artificial limb. My request was treated with great consideration and I was fitted with an artificial limb through the Hospital Department. This limb been in daily use by me since February 23rd, 1919, and has never given me a minute's trouble.

I feel so good over the fair treatment that I have been given by the Company and so grateful for the limb furnished me by the Hospital Department which has been so satisfactory, that I want to thank you and the Company for what you have done.

Yours truly,

(Signed) Sid Bracey,
Crossing Flagman.

Princeton, Ky., September 3, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Dear Doctor:—

I take this opportunity of telling you that just eleven (11) weeks ago I was operated on at the Riverside Hospital at Paducah, Ky., which hospital is being used now by the Illinois Central Railroad until the new Illinois Central Hospital is completed.

I want to say that while under the care of the Hospital Department I never had one day's inconvenience and have not had since my operation for appendicitis, my appendix being ruptured. I have been in excellent health every day since my operation.

I do not miss one time of telling the Railroad men of the excellent treatment that I received at the hands of the Hospital Staff and my being at home today and in good health I owe to the skill and careful treatment of the Company's surgeons and nurses. Before a very short while I will be able to take my engine back and be with the men that I have worked with for a number of years.

My only chronic ailment is that I always boost our Hospital Department and its kind and efficient force and can truthfully say to all of the railroad boys who go there that they will receive the very best of treatment.

The Hospital Department and all its members have my kindest regards.

Sincerely,

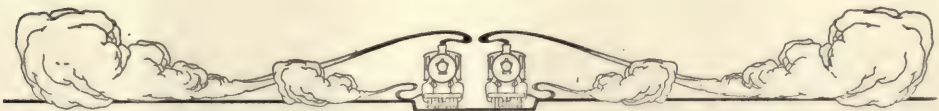
(Signed) L. J. Mornhinweg,
Engineer, I. C. R. R., Princeton, Ky.

Appointments and Promotions

Effective October 11, 1919, Mr. Samuel M. Copp is appointed Assistant General Claim Agent of Northern and Western Lines, with exception of St. Louis Division.

Effective October 1, 1919, Captain C. G. Anderson, having returned

from Military Service, is re-appointed Chief Train Dispatcher of the Cherokee, Sioux Falls and Onawa Districts, with headquarters at Cherokee, Iowa, vice Mr. J. W. Seip, assigned to other duties.





Construction Work on St. Louis Division, July, 1917, to July, 1919

By A. A. Logue, Assistant Engineer

THE two years ending July, 1919, marked a period of unusual activity on the St. Louis Division, along the line of providing additional trackage and other facilities. For a portion of this time the United States was at war, and the railroads of the country were putting forth every effort to help win the war. The handling of a large volume of construction work, during such a period of unusual conditions involving labor shortage, use of unskilled labor, and a somewhat disturbed order of procedure consequent to carrying on the war, and the exceptionally hard winter of 1917-18, called for constant effort and thoughtful management on the part of those in charge of the work, and energetic co-operation on the part of the workers.

The building program contemplated, chiefly, engine and mechanical terminals, freight houses and tracks to serve same, yard tracks, storage tracks and sidings, and second and third main tracks.

The major portion of this work was handled in 1918. In addition to program work tracks were constructed to serve several new mines and other industries.

At Centralia New Yard, an additional thirteen tracks were built in "A," "C," "E" and "F" yards. A fully equipped rail-sawing plant with two tracks to serve and a master scale house, scale shop, master scale, and two tracks to serve, were also installed.

A second north-bound main track was constructed between Bois and DuQuoin, with five additional yard tracks at DuQuoin. The additional main track has proved a good investment, greatly facilitating north-bound freight movement, and with the additional yard tracks gives very satisfactory handling of business in this territory. The old engine facilities at DuQuoin, consisting of cinder pit, and sand house, and repair house located south of the station, were removed and replaced with a five-stall frame roundhouse, cinder pit with Robertson conveyor, a repair track, engine tracks, water works, and suitable locker, tool and other buildings. This roundhouse is served by a system of tracks instead of a turntable.

Carbondale engine terminal and shops were entirely removed and replaced with standard brick roundhouse of twelve stalls and an eighty-five foot turntable. Machine shop and power house, store-room, water works, cinder pits with Robertson conveyors and 300-ton auxiliary bin at coal chute were also constructed. This layout called for a complete change of track arrangement, including the Johnston City main and old Brookport main, with the construction of additional trackage. In connection with this work repair shop and tracks were built and extensions made to five tracks in the north yard with a switching lead added.

Mounds terminal has been enlarged by a new yard at the north end con-

Du Quoin Ill. - Cherry Lake Reservoir at low water stage shortly after completion of dam and spillway



Mounds Ill. - Viaduct for street crossing



sisting of six tracks of six-hundred car capacity. This feature involved the purchase of property, and the construction of highways and streets, and a viaduct. This viaduct eliminates two grade crossings, facilitates switching movements, and will be of great benefit to the citizens of Mounds. The viaduct is not yet in service but all is completed with the exception of a portion of the grading on the east approach. At the south end of the yards, three storage tracks were constructed to connect with the rip tracks in the rear of the round-house. The rip tracks were also extended. The old brick roundhouse of twenty-four stalls was torn down and replaced with a twenty-four stall brick and concrete structure, with an eighty-five foot turntable. This work also included track rearrangement and extension. The Railroad Y. M. C. A. Building has been made a very roomy and comfortable structure, a two-story, eighty-five foot by thirty-three foot extension having been made to it.

A brick and concrete freight house, six hundred and ten feet long and fifty feet wide has replaced the old frame inbound house at E. St. Louis. A larger and better equipped power house was installed near the roundhouse, replacing old structure. A general rearrangement and extension of engine terminal tracks was made, providing a better layout for the movement of engines. The old yard office building on Trendley avenue has been torn down and a new and up-to-date frame structure erected on Sixth street. Seven additional tracks have been constructed in the new yard, with a water tank, penstock, and pipe line, connecting with the City supply. Five additional tracks have been constructed in the old lumber yard.

South-bound main track was extended from Belleville to Wilderman, a distance of 2.77 miles, and a second main track constructed from DuQuoin to Paradise, in the Eldorado District, a distance of 2.58 miles.

Freight houses have been built at

Herrin and Benton. The house at Herrin is of brick and concrete, two hundred and fifty-five feet long, and thirty-nine feet wide, with two tracks to serve. The one at Benton is a frame structure, two hundred feet long and forty feet wide, with track to serve. A two-stall engine house, cinder pit, penstock, and additional trackage has been added to mechanical facilities at Benton.

Considerable addition and improvement to water works facilities has been made, the largest single item of improvement being at Cherry Lake Reservoir, near DuQuoin. At this point, additional ground was purchased, a new dam constructed, and new pumping plant and pipe lines installed. This is one of the most important water supply stations on the Division, and with the increased reservoir and pumping capacity, the supply of water should be sufficient to take care of present demands and that of future increased business.

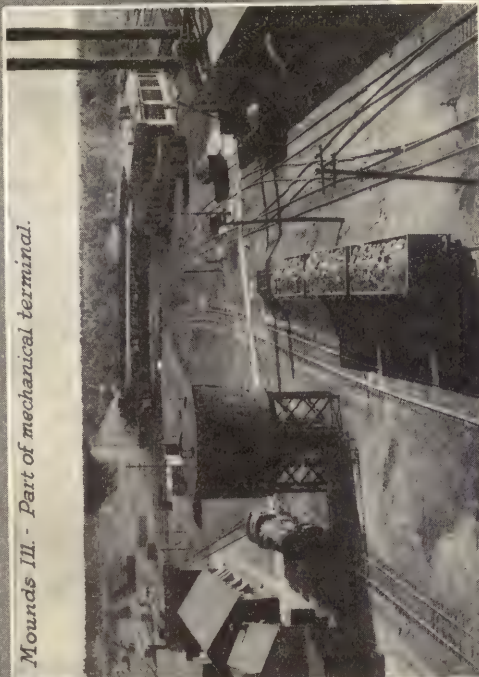
The Bois, or Little Muddy, pumping station was replaced with a new pump house equipped with oil burning units, and additional tank.

The six inch line from reservoir to pump house was replaced with a ten inch line. Arrangement is also made at this point whereby water can be pumped during dry season from Little Muddy into the reservoir and also direct from Little Muddy tanks.

A complete Treating Plant has been installed at the Big Muddy River pumping station, north of Carbondale, in connection with the present facilities, and the eight inch pipe line from this station to the tank at North yard replaced with a twelve inch line.

Passing tracks of 100 car capacity have been built at Wetaug, Anna, Carbondale, and Tamaroa, and extensions to passing tracks made at Ullin, Ashley, Kings and Coulterville. Coal storage tracks were constructed at Oak Ridge, Colp, Buckner and West Frankfort Junction, together with a "Y" track at last named point. There were also a

Mounds III. - Part of mechanical terminal.



E. St. Louis III. - Inbound Freight House



*E. St. Louis III. - Track side of
outbound Freight House
under construction*



considerable number of less important tracks built for various purposes.

Industry tracks have been extended and tracks to new industries made. Several new coal mines have been developed, to which tracks have been constructed. Among these are Deering Coal Co., near Eldorado; Franklin County Coal Co., at Benton; E. J. Scott Strip Mine, at DuQuoin; Jewel Coal and Mining Co. at DuQuoin; Union Colliery Co., at Dowell; Paradise and Franklin County Coal Co., at Tamaroa; Randolph County Coal Co., at Coulterville; Carterville Coal Corporation, at Cambria, and Radium Coal Co., at Belleville.

The Golconda Northern, recently constructed and put in service, running from the terminus of the Golconda Branch to Rosiclare, has opened up the direct handling of the business of the Fluor-Spar industry. This line, 9.15 miles long, follows a picturesque route along the side of the rock bluffs on the west bank of the Ohio River, and bears the distinction of being the first line of railroad built in Hardin County, Ill. Leading from this line at Shetlerville is a branch line, 3.66 miles long, to Stewart's Mine.

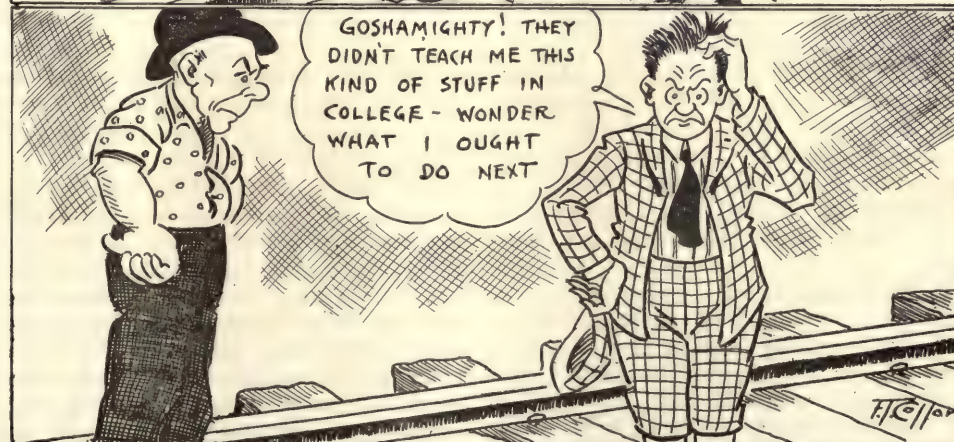
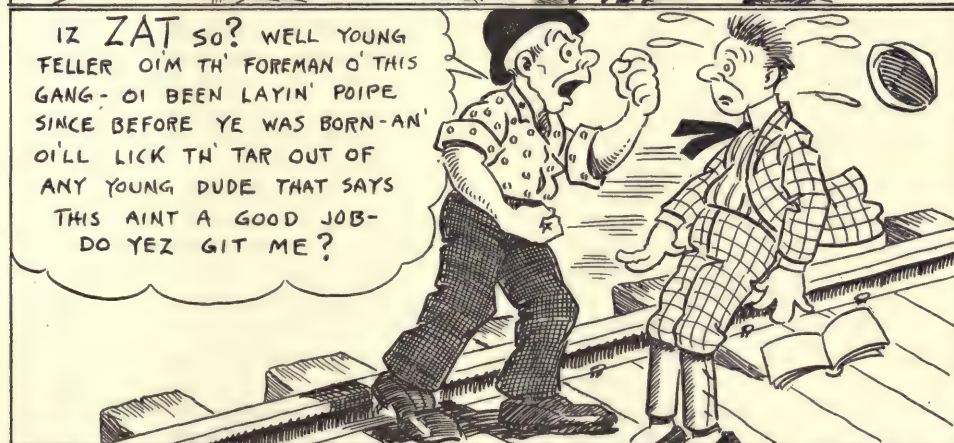
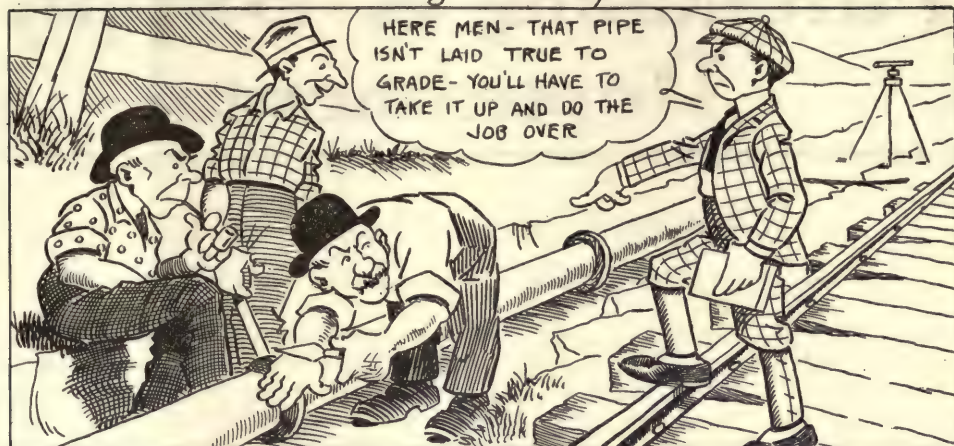
The various items enumerated and others of less importance include the construction of 14.48 miles of additional north-bound main track, 5.35 miles of second main track, and approximately 42 miles of other track, 9.15 miles of Golconda Northern, and 3.66 miles of Stewart's Mine Branch, or a total of 74.64 miles of track.

The total cost of all the facilities enumerated, with the exception of the Golconda Northern and Stewart's Mine Branch, approximate \$2,800,000.00.

The above gives an idea of progress on the St. Louis Division, for the period named, and is convincing evidence of the relative importance of this Division in the Great Illinois Central System. In addition, it may be noted that there are ninety-two coal mines served by this Division, besides numerous other industries. Main track mileage as of July, 1919, was 658.84 miles and side track mileage owned by the Company, as of same date, was 391.83 miles. The field for further extensions is still open and requests by various concerns have been heavy for the past few months.



The trials of a green inspector.



The Adventures of "Leather Leggings" - N° 4

Purchasing & Supply Department

Releasing Company Material Cars

By C. B. Sauls, Division Storekeeper, McComb, Mass.

THE acute and alarming scarcity of cars, which has developed within the past ninety days,—a condition now confronting all who handle company material,—is due the most careful consideration and is, to my mind, a problem upon which an exchange of views is most timely.

To handle material with the least possible delay to rolling stock seems to be the idea to be impressed upon all, from the regional director of railroads down to the most humble laborer, by the use of whose brawn and muscle the desired results are obtained, but first of all, to do this, all must be impressed with the great importance of the work they are expected to perform, and when this has been done and their keen interest enlisted in the work, the battle is half won. To this end, when the orders to immediately release company material cars were first issued, the initial step was to address personally each of the employees charged with the duties incident to handling company material, urging upon them the great importance of quick action in the work, and as a rule, results have been very satisfactory.

When information is received in regard to any carload of company material enroute, preparation to receive it should never be delayed until the car is at hand and switchmen are asking for instructions as to where it is to be placed. A good method of handling carload shipments is to furnish stockkeepers, foremen or others who super-

vise the unloading of cars with blank forms upon which, immediately on receipt of shipping notices or other information in regard to car being enroute, the blank carding instructions are filled out in triplicate, one copy being furnished the yard master, one copy the agent and the triplicate copy, attached to the shipping notices covering material in the car, retained in a permanent file. Thus all concerned are advised beforehand that the car is expected, as the advance carding instructions contain specific information as to the initial, number, contents and the track or unloading platform at which car should be placed. This is surely advantageous to all concerned and the result is there is no lost motion in getting the car placed promptly at the desired spot for unloading.

We generally know what to expect when the days' work has begun and can usually arrange the work for the day accordingly. Should a car be placed during the day, the material should immediately be removed, although there may not be another car in sight. It is more or less impossible to determine when another car is going to be placed, as they occasionally arrive before the shipping notices have been received, furthermore we do not know what hour we may be called upon in an emergency to some other piece of work, therefore the plan adopted is to remove the material from the car just as soon after car is placed as possible, and while awaiting the arrival of other cars, do the straighten-

ing, etc., and prepare for other loads. In the meantime, the car which you might have held underload is ready to go on another mission and car days are consequently saved.

Another important matter in the handling of company material is the necessity of close co-operation on the part of the transportation department. They can be of great assistance in facilitating the handling of cars, and I find they are always ready to co-operate in endeavoring to keep equipment moving, more especially so if they feel you are doing your part toward releasing the cars without a moment's delay.

The matter of loading cars should be handled along the same lines as the unloading. When a car is wanted, before order is made, be sure you are ready to load promptly when set. If there is any miscellaneous material to be assembled, where possible it should be on hand at one point, properly tagged, and in this way considerable time can be saved in loading the car. By so doing, three or four hours should suffice to load a car under ordinary conditions, whereas days have heretofore been consumed.

If the car is to be loaded with material for shipment to more than one point, keep the company's interests in mind and arrange the load so that the first party to handle will not have to unload the entire contents to locate his portion of the consignment. You are doing just as much toward the prompt

releasing of cars by using care in loading as by using speed in unloading. The proper loading of company material will facilitate the prompt releasing of equipment and avoid possible delay to material which may be urgently needed in repairing cars, locomotives or some piece of main line track.

When the loading of a car is completed, get the shipping notices to the consignee by first mail. This will possibly save time in releasing car. In some instances cars under load with company material arrive at destination before receipt of shipping notices, which results in confusion, and delays the prompt distribution of material.

Much more might be said on this subject, as it is certainly one which deserves careful consideration, especially at this time, and generally at all times, for even where there is no shortage of equipment, there is little excuse for holding cars underload with company material simply for lack of sufficient interest and energy to remove their contents. We should not lose sight of the fact that while a car is being held, an investment is standing idle which might be put to a better use, since every moment's delay means that much revenue lost.

In the manner above outlined, I find that a great many cars can be handled and without delay, also without increase in labor, if the rules of forethought, preparation and action are studiously followed.

Things We Should and Should Not Do

Have you inspected your stoves, stove pipes, flues, etc., for the coming winter? It may save a fire. Fires ARE expensive.

Don't use the telephone except when absolutely necessary. You may think it does not cost anything, but it does. Perhaps you are delaying some important message which ultimately will cost the company considerable.

The expense in maintaining false floors in refrigerator cars is heavy. Let everyone concerned watch this closely and help reduce this expense. See that

they do not go to foreign lines in empty cars.

Pick up that car replacer lying around the yard. Maybe some engine needs it.

Live off the scrap pile! There is lots of material there which can be used again. Why buy when on hand?

Be careful, don't overload cars. It is expensive in many ways, sometimes necessitating transferring and sometimes the cause of an accident.

How about that heavy supply of

material which you carry in your caboose? Some other fellow is out of the same material! If not in use, turn it in and get credit.

Why are you an alien when you can be an AMERICAN CITIZEN?

Don't start anything you can't finish.

Eight hours for sleep,

Eight hours for play,

Eight hours for work. What more would you ask? Let's work when we work. The rest of the time belongs to you do as you please.

Anyone who criticizes another's faults better "get busy" on his own!

Some fellows sit down and drive nails to pass the time. Why not drive them where they count?

All things come to those who wait, but don't wait too long!

Turn off those lights when you quit work. Don't depend on the janitor. He may have already quit work.

Stop watching the clock! Eight hours is not long, if you keep busy.

Assist your superior. If he succeeds, you are sure to follow.

Goodbye—will see you in the DECEMBER issue.

The Losing Game

The drowsy clerk yawned for the third time in three minutes, then pulled himself together in a hurry and made a fine pretense of being busy as the "Boss" passed his desk.

"Gee whiz," he thought, "nearly caught me that time! Bet tonight I would 'hit the hay' at nine bells if it wasn't for that little game over at Bill's!"

"Luck's been against me for certain this whole week," he ruminated, as he made his fifth or sixth attempt to get the same total two times running of a column of figures. "But it'll sure turn tonight! If it don't, guess I'll have to hit somebody for a loan, if I expect to eat until payday."

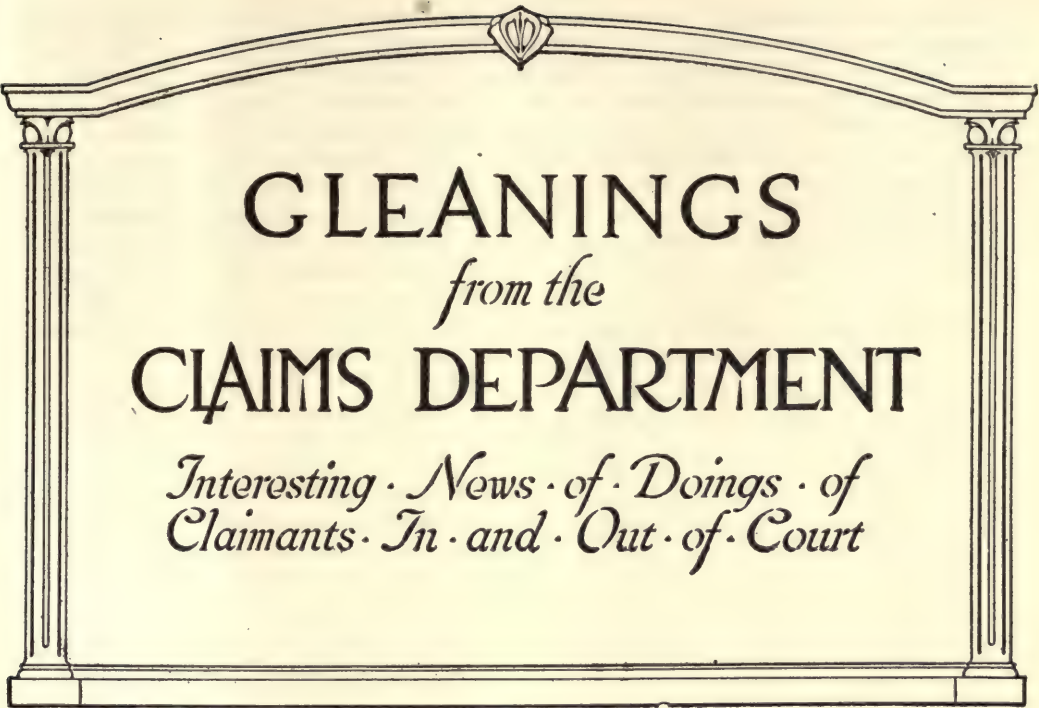
Of course, you only sell eight or nine hours of your time to your employer. The rest of the twenty-four is yours to do with as you please. However, your superior officer has a right to expect that you will give him your highest efficiency during your hours of service, you cannot do this if you have only four hours' sleep the night before, or if you manage your personal affairs so badly that you bring a lot of wor-

ries to the office with you. Lead a wholesome, natural life, in justice to yourself and your position.

One horse can pull more than a team of horses that refuse to work together. Your superior officer is doing his best to create and maintain the highest efficiency of his department. You can "do your bit" by putting your shoulder to the wheel and helping the load over the bumps.

Finally, get it clearly in your mind that your employer is not the only one who profits by your best effort. You get a big percentage yourself—the greater benefit. Any task well done fits you the better for the next. You are not paid wages when you go to school. You pay for the privilege of being taught knowledge and discipline. The training your employer gives you is in many respects more valuable than that which you gain in school. If you are diligent, you can capitalize the experience thus gained just as you cash in on your school education.

Life and business are like an account at the bank. You can't take out more than you put in.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Damned If You Do, and Damned If You Don't

In the prosperous state of Iowa, where hogs are selling at \$15 a hundred and corn at \$1.37 per bushel, and the percentage of illiteracy is very small, it seems hard to believe that twelve men would hold a railroad responsible for the blowing of a whistle on an engine pulling a freight train through a town, where it was claimed that by reason of the rumbling noise of the train and the piercing shriek of the whistle a team of horses became frightened, ran away and injured the occupant of the wagon. Such is the case, however. A jury at Independence, in the county of Buchanan, awarded the father of young Emery Wurtz twelve hundred dollars damages for loss of services of his son due to injuries sustained in the accident referred to.

On September 13, 1916, young Wurtz was assisting in unloading a car, located on the team track, at Jesup, Iowa. An eastbound freight train approached Jesup at a moderate rate of speed,

blew the proper whistle signal as required by law and the rules of the railroad, and as the engine passed the team the horses became frightened, ran away and injured young Wurtz. It was claimed that the train was running at a high rate of speed and made an unusual noise, although this was denied by disinterested and outside witnesses. One of the witnesses for the boy described the noise as "tremenjus." It is, of course, a well known fact that all trains make a rumbling noise, and young Wurtz, realizing this fact and that his team, which was not used to city noises, would likely become frightened, had driven away from the car when another train came into town. His excuse for failure to again take this precaution was that he did not see nor hear the train approaching.

It is to be wondered what negligence the railroad would have been charged with by this plaintiff had the team and wagon been struck by the train on the

nearby public crossing, instead of becoming frightened at the train. Would the piercing whistle and the "tremenjuss" noise have mellowed down to the hum of a bumble-bee or the purr of a pussy-cat, or would the railroad have then been charged with the piercing whistle and terrific noise? To this there is but one answer: "Damned if you do, and damned if you don't."

CHRISTIAN SCIENCE RECOGNIZED IN WISCONSIN.

The Wisconsin legislature has amended the compensation law by recognizing Christian Science as a proper treatment for the injured. This is the first state to take this action. Section 1 of the Wisconsin Compensation Act has been amended to read in part as follows:

"Such medical, surgical and hospital treatment, medicines, medical and surgical supplies, crutches and apparatus, or at the option of the employe, if the employer has not filed notice as hereinafter provided, Christian Science treatment in lieu of medical treatment, medicines and medical supplies, as may be reasonably required for ninety days immediately following the accident, to cure and relieve from the effects of the injury, and for such additional period of time as in the judgment of the commission will tend to lessen the period of compensation disability, or in the case of permanent total disability for such period of time as the commission may deem advisable."

"WHATSOEVER A MAN SOWETH, THAT SHALL HE ALSO REAP."

George P. Downey, a farmer living near Lincoln, Ill., while engaged in moving some 50 or 60 bushels of corn from one farm to another, and while crossing over the railroad on a public road near Lincoln with a team and wagon, had the misfortune to get one of his wagon wheels caught in between the crossing plank and rail, with the result that the wagon was struck by a train and overturned, dumping the corn

onto the ground and slightly damaging the wagon. The corn was picked up a short while afterward and put into another wagon. There was only a very small amount lost or damaged.

The contact of the locomotive with the wagon and the contact of the corn with Mother Earth germinated a law suit against the railroad in the Justice Court in Lincoln. Mr. Downey was of the opinion that a fertile field from which to secure revenue was the railroad. He claimed that the corn which was lost and damaged was seed corn. Witnesses said that it was not. Perhaps it was seed corn, but not in the sense that it would produce fine corn but would produce a law suit. Rather than put Mr. Downey to the trouble and expense of harvesting a crop through the medium of the courts, the railroad offered to pay him \$100. He was bent, however, on obtaining \$126.70, which had been awarded him by the Justice Court, so there was nothing left for the railroad to do but defend the case.

The suit was tried at Lincoln on September 24th, with the result that twelve men did not believe that Mr. Downey's corn was of the seed variety nor that he should raise his crops in a court house. The railroad was given a clean cut verdict of not guilty and did not even have to pay the hundred dollars which it had offered to pay.

DISTRICT SURGEON JEROME ON THE AUTOMOBILE GRADE CROSSING PERIL

The Illinois Central's District Surgeon at Evansville, Ind., Dr. J. N. Jerome, wrote the following interesting article on the automobile grade crossing peril, which was published in full in the *Evansville (Ind.) News-Journal* of the 12th ult.:

Do you know that the report of the Interstate Commerce Commission shows that 1,912 persons were killed and 4,927 were injured in railway crossing accidents in the year of 1917?

Do you realize that the number of persons slaughtered in these accidents

has increased 75 per cent and those injured 45 percent in the last five years?

If you did know, it probably meant nothing to you, because neither you nor yours had been numbered among the missing or the maimed.

What greater duty has man to save life, be he a physician or a layman?

Don't you think that some concerted action should be taken to rid the land of this juggernaut, that runs over and annihilates thousands of its inhabitants?

Looked at from a cold economical standpoint and estimating each life at its proper value, the loss in money runs into millions and millions.

Judged from the humanitarian viewpoint, no sacrifice should be too great to cut out this cancer which is taking its daily toll of life.

The report of the highway committee of the Association of Railway Claim Agents at its recent meeting is highly enlightening. I have taken the liberty to embody some of its findings in this article.

The solution of the highway crossing problem should interest a large proportion of our people, when we stop to consider that there are over 6,000,000 automobiles of various types in this country and that about one-half of the population ride at some time or another.

In the year 1917, when the report of the Interstate Commerce Commission was made, of 1,912 persons killed and 4,927 injured, which was the highest record up to that time, the United States was engaged in war and 4,000,000 men, embracing a possible million or two of auto users, were in camp or over the seas.

Much has been said and done towards the prevention of this great loss of life. Some crossings have been separated, gates have been erected at others; flagmen stationed at still others; electric bells and wig-wagging signals have been installed at more; engineers have been thoroughly drilled in the practice of sounding the whistle and ringing the bell at grade crossings, but notwith-

standing all these means of prevention, the slaughter of the innocents increases by leaps and bounds.

All of these warnings do not seem to deter the reckless and irresponsible driver of vehicles from trying to beat the engine across the track.

It is an every day occurrence to have crossing gates torn from their hangings and in some instances flagmen have been killed while trying to save the lives of the occupants of the machine.

On account of the noise of the auto engine it is often practically impossible to hear the whistle or the bell of an approaching train and unless the driver has a clear view of the track in both directions, he is flirting with the surgeon and the undertaker when he attempts to cross.

DRIVER NOT ONLY ONE

If the fool-killer commonly known as the reckless and irresponsible auto driver, was the only one to pay the penalty, it might not be worth while to attempt to check his flight towards the next world, but when one takes into consideration that each machine usually contains two or three precious lives, it behooves us to take cognizance of their chances of beating the longevity tables.

Because of the rapidly increasing number of collisions of its trains with autos at highway crossings the Union Pacific and the Illinois Central had observations made at a large number of crossings of the conduct of persons about to cross their tracks. In the case of the former, tabulations showed that 67 per cent, and in the latter 75 per cent of these persons neither stopped, looked nor listened, but proceeded over the crossings without taking, apparently the slightest thought of their own safety or the safety of the friends and relatives who frequently were with them.

T. J. Foley, now deceased, formerly vice president of the Illinois Central, who headed that company's campaign to reduce grade crossings accidents, summed up the result of his investiga-

tions in the following published statement. As Mr. Foley was one of the best, practical railroad men of his day, his views are worth more than passing attention. He said:

Slow Trains Do Not Aid

"It is thought by many that if trains are required to go through towns slowly and softly, with enginemen and trainmen on the lookout, there would not be so much danger of accidents. The effect of this is to educate the public to become careless about railroad tracks. There ought never to be anything done towards teaching the public that railroads are safe. The public ought to be taught that they are dangerous in the extreme, and the more dangerous they are the more care will be taken by the people themselves to avoid accidents. The idea of placing the responsibility of the railroads for safety at railroad crossings is wrong. In theory it sounds fine but in practice it does not prevent accidents.

"I believe the tendency of the people to rely on crossing flagmen, gates and alarm bells instead of relying on their own faculties, has been responsible for more crossing accidents than it has prevented. Crossing flagmen occasionally err in giving signals and this results in accidents. The most approved gates, once in a while get out of order, for a short time, it is true, but usually long enough to cause an accident. The same is true of alarm bells and even when they are in order they ring so much that the public becomes neglectful of them. Crossings considered the most dangerous, we know from experience, are the scenes of fewer accidents than crossings considered comparatively safe."

What is the solution of this problem? simple one, in theory, of separating the The first thought that would enter the mind of the unthinking public is the grade crossings either by tunneling under the road or building a bridge over it.

An official of the Pennsylvania Railroad states that their road had spent \$66,000,000 in twelve years in eliminat-

ing grade crossings and to do away with the remaining thirteen thousand would cost that company six hundred millions more. The officials of the Southern Pacific and the Illinois Central state that to do away with the remaining crossings on their line would cost more than the entire capitalization of these two roads.

In these piping times of peace and high prices, with the roads under government control and an estimated deficit for this year of \$750,000,000, anyone who can read figures, which do not lie, can see how utterly impossible it would be to even consider this method.

Of all the suggestions made to the committee only two seem to offer any hope of definite results.

Should Educate Drivers

The National Automobile Dealers Association is an active and vigorous organization. Each of its members realizes, or should realize, that so far as the territory in which he operates is concerned, the killing and mutilation of persons in autos, at crossings or elsewhere, is to him a personal matter, as it means the destruction of prospective customers and injury to the trade by frightening the timid and those who desire to live a while from making purchases.

W. L. Wasson, a retail auto dealer, has evolved the so-called Wasson doctrine for stopping crossing accidents. It is as follows:

First—For the dealer who sells to individuals to teach the new owner that he must not cross a railroad track without seeing both ways, even if he has to stop and get out of the car, and by throwing such a scare into his buyers as to the necessity of this that it will never leave them; and

Second—Taking personal business pride in being able to look back over years of selling and teaching and be conscious of the fact that he has never had a crossing accident happen to one of his buyers and feel that he has done his part.

The highway crossing bumper seems

to be the only sensible, feasible and practical way of preventing grade crossing accidents.

Bumper and Obstruction

The bumper is simply an obstruction in the highway. It is placed at a proper distance on both sides of the right of way of the track, made of cross ties or drain pipe, covered with earth and raised above the surface of the highway to such a distance as to require a machine to slow down in order to pass it without danger of breaking a spring or twisting a front axle.

We do know that the driver of a machine, usually, watches the road for obstructions, hollows and rough places, and when he sighted the usual Stop, Look, and Listen sign that is always by the crossing, he would know that it was time to slow down or otherwise he would receive such a shock as to jar him out of that state of mind in which he might be looking at an object and yet not see it.

The only objection that could be raised against the bumper itself is the question of accidents due to taking it at too high a rate of speed. There might possibly be a few accidents of a minor nature from this cause, but one bump of the bumper would cause the driver to be always on the lookout.

The usual Stop-Look-Listen posts, painted white, with black letters could be placed at both ends of the bumper by the side of the road to further warn the autoist to slow down to avoid the jar.

The cost of installing the bumpers would be nominal as compared to the other expensive methods now in vogue.

Whether the state or the railroad should bear the burden of installation is a detail which could be settled by conference between the two interested parties, or by legislation enacted by each separate state.

In the industrial world the proportion of accidents has been very appreciably lessened in recent years by means of education and safety devices. In the

public domain they are increasing so rapidly that it is full time to devote some of our attention to this great evil.

HOW NOT TO BE KILLED

We read stories of how men at railroad crossings in small towns and in the country await the passing of a train on a double track railway and then get struck by a train passing along the other track.

When you come to a railroad crossing on a double track railway wait until one train has passed and gone far enough to enable you to see up and down the second track, then cross, keeping your car or buggy under control. Sometimes the same danger exists from the same causes in switching yards.

When you get off of a street car in the city of Memphis or in any other city do not hurriedly pass around the rear of the car and start across the other track. If you do a car coming in the opposite direction sometimes will get you. Often automobile drivers, buggy drivers and wagon drivers await the passing of a street car only to run into a street car coming on the other track in the opposite direction.

Day before yesterday a beautiful young girl was killed near the Fair Grounds by being struck by one car shortly after leaving another. Day before yesterday a man on a motorcycle, with a passenger attachment, attempted to make a flying run between two cars approaching each other. He and his passenger were caught and crumpled up. Often an automobile driver attempts to do the same trick. Now and then he is caught and the car is smashed.

Safety first is preached by railroads and street car lines to employes. We should preach the doctrine to one another and when approaching a street car track, either on foot or in an automobile, Stop, Look and Listen, just as we should do when approaching a grade crossing of a railroad—*Memphis Commercial Appeal*, September 25, 1919.

Passenger Department

Little Talks with the Rambler
Notes of Interest to the Service



About Ducks and Being Busy

THE Rambler and I were sauntering back to the office after a noon luncheon at the club, when on passing a sportsmen's outfitting store he seemed to be struck by something in the window. Stopping short and glancing for a moment at a display of shotguns he evidently became possessed with a sudden thought, for he asked me to step into the store with him for a moment. Going directly to a certain portion of the salesroom as though familiar with it, he asked a clerk for two boxes of shotgun shells; remarking as he did so that he had forgotten whether it was B-B shot or not that he wanted, but that the shells were for duck shooting.

"Yes, and what gauge please," was the clerk's rejoinder. "Oh," was the thoughtful reply, "give me 16 gauge."

"You are sure you got that gauge right?" I said to him as we left. I had but a dim idea of what it all meant, but I remembered that when I was out with him on one of his rare and spasmodic duck shooting expeditions some years before he had complained that his shells were "on the bum." Surmising that the mood had struck him to go hunting again I did not want him to fail through any lapse of memory as to the bore of his gun, if that was what the use of the term gauge referred to. "Oh yes, 16 is all right," was the reply, "but for the moment I did hesitate in my mind about it, for you know it is now four years since I have even thought of ducks; or of fishing for that matter. The changed conditions during these years have seemed to put everything of that na-

ture out of my mind. In fact, I have not been out since the time that you and I went together, you to hunt with field glasses and I with my gun." "And when," I remarked, "although you banged away pretty industriously you brought home but three ducks and blamed your shells for your meager bag." This last he seemed to prefer to pass over, for he simply remarked, "When I saw those guns in the window I had an inspiration that it was about time to get out the old shotgun. So I believe that in a few days I will go out and try a little shooting at the same place where we went together at the time I have referred to. Want to go?"

I thanked him, but said that for an indefinite time it would be out of the question for me to get away, so when we parted on reaching the office I was not cognizant of what specific plans he had in mind in the matter. But in the course of the afternoon, coming across Snap Shot Bill and remembering how eagerly he sought any or every opportunity for an outing in the woods, fields or on water, I told him what the Rambler had said about going duck shooting; well knowing that he would be delighted to go along too if the Rambler would allow it. Not however, with gun and bag, but with his kodak. I knew he took as much pleasure in picture making of birds and flowers as I did in studying the former through my field glasses.

Bill's response to me was at first one of animation at the prospect. This momentarily changed, however, as he seemed to recall something, for he said, "I am afraid that the Rambler won't let me go with him. He would not that time you went along; you remember, although I begged to go with you. He said I would fuss around so that I would scare all the ducks, even if I did shoot at them with only a kodak. That made me sore." he added with some warmth, "for he is not such a lot of a sportsman; although," he added with softening mood, "to do him justice, he doesn't claim to be. He just

loves to talk about it once in a while when he thinks of it. But I guess he really does enjoy the going and coming and the being there, so to speak. And if perchance he occasionally brings down a duck he naturally feels some exhilaration in the matter. But in the true sense he is not a sportsman, for he can be easily diverted when on the ground or when the proposal first strikes him, and I am sure he practically forgets all about it the minute he is through and puts his gun up in the case. He does not mean to be, but just the same he is more or less of a bluff to himself in both hunting and fishing. "Yes," he concluded with a positive shake of his head, "I am going with him whether I am wanted or not, for I can have real fun where he is going, and you see if I don't bring home a picture of his game."

How Bill gained the Rambler's consent to his companionship I do not know, but the fact remains that a few days after they started off together on what the Rambler averred was going to be "*some duck hunt.*" "And it was —*nit,*" said Bill with a laugh when a few days later he told me something of the trip. "But the Rambler had a very busy day: just the same—doing nothing," he added somewhat sarcastically with another laugh.

From the Rambler I could get practically nothing about the hunting, he passing it off with a slighting remark to the effect that he changed his mind about the hunting and instead had enjoyed a good, profitable time with the agent. Of this last he was most voluble in his talk, saying that as often as he had seen agents at work he never realized just what kind of men they had to be as he did when spending an entire day with one, as was the case in that outing. But between what the Rambler and Bill told me, for the most part in piecemeal, and by putting this and that together, I imagine I finally got a fairly full and connected story of the day, and that it was to the following effect.

It happened that a few days after

the visit to the gun store an unexpected midweek holiday was announced in the office owing to a celebration in the city in which the entire population was supposed to be particularly interested. Notice of it having come the day before, the Rambler seized the opportunity for his hunting expedition. He went down quite a distance on the line the night before, to a town of considerable importance where he and Bill arrived in time to put up for the night at a hotel. They were up before dawn, however, and in accordance with arrangements made before retiring they took a fifteen-mile automobile ride to a point where the ducks were to be hunted, arriving shortly after sunrise. These hunting grounds were but about a mile from one of the smaller of our stations the which was really the Rambler's destination. His going to the larger town and autoing over the country in the morning was because branch trains did not conform to their reaching the scene of operations by a little after sunrise. The desirability of the latter, the Rambler explained to Bill, was that the ducks would then be on their feeding grounds and consequently more easily secured.

The morning was a beautiful one, and after leaving the auto the Rambler was in high spirits as they walked briskly to the shores of a large sheet of water where the game was thought to abound. He seemed hardly able to contain himself until it came time for him to take his gun from its case, put it together and load it; "and 'Gee whiz!'" laughed Bill in telling it to me; "you ought to have seen his mood change when he found that the shells he had brought were too small. It seems he had asked for 16 gauge, which had been given him, but they should have been 12 gauge."

Of course my inquiry of the Rambler on this very point when leaving the gun store a few days before came to mind, but I did not mention it to Bill. Instead I asked him what the Rambler said when he found out his mistake. "Well," remarked that individual, in a pretended tone of hesitancy as if not

desiring to give the Rambler away, "I do not recall the exact words that he used, but I think 'I'll be' was among them."

The Rambler, being a man whose spirits could never be quelled but for a moment, speedily swallowed his chagrin and said he believed he would go up to the branch station and visit its agent. So packing up he set off at a brisk pace, leaving Bill behind; the latter saying that he would follow later but that he was first going to take the opportunity of getting his duck pictures while the "getting" promised "to be good."

The Rambler reached the little town in which the station was located in time for a second breakfast at a somewhat indifferent so-called "Dining Saloon"; after which he sauntered aimlessly through the streets until it was time for the station to be opened. He was on its platform when the agent got there and was given a hearty welcome by him, the two having known each other for years.

"I am glad to see you," said the agent, "but can't help wishing that you had come yesterday, as my helper met with an accident last night that has laid him up, and I will be alone today. Consequently I will be mighty busy I fear. So, if I do not have time to chat with you as much as usual you will understand." "Never mind that," was the response. "I have nothing to do until the up-train this evening and I will just stick around with you and enjoy myself by a good rest-loaf while seeing you work. That is," he added, "unless I find a chance to help you once in a while. But as a rule I have found that voluntary assistance such as I would be able to give sometimes hinders more than it aids."

"You are thereby," jokingly responded the agent, "going back on your own slogan that 'everything helps.' But there is the dispatcher calling and having opened the station, my day's work begins." This last he said as he seated himself at the telegraph table, on doing which he became engrossed in receiving what was coming in over the wire.

Finally closing the key he remarked as he placed a paper weight over the memorandum that he had made of his order, "Wants me to have Local 161 set out a couple of gondolas, the numbers which he has given me, on north end of siding and pick up a load of stock for Chicago. The stock was all loaded before I got here. I noticed it as I passed the siding on the way down. By the way, I wonder how No. 107 is." Acting on this last thought he asked the dispatcher over the wire. On receiving the reply that it was on time he passed the information along over his shoulder to the Rambler, adding, "He wants me to take a 19 order for No. 185." Reaching for his orderpad and adjusting carbon paper he pushed his stylus, or "dummy pencil," furiously as the dispatch came in. But before he had finished taking this message an impatient rap-rap-rap came at the ticket window which had not yet been opened. At his first opportunity he yelled out so that the knocker could hear, "Will be there in a minute." After verifying his message by repeating it to the dispatcher he opened the window and met the icy stare of a passenger who asked him rather curtly what time the 8:08 went and was it on time. Seeing the weary but patient look on the agent's face the passenger realized that he had made a break, and being really good-natured he first laughed and then said, "Excuse me. Is it 8:08 that the train goes, I meant to say." "Where to?" came back the agent, whereupon the passenger laughed rather foolishly and began to feel in his vest pocket as though for a cigar to pass over in recognition of his own stupidity. The cigar failing to materialize in his pockets, however, he began to apologize and said that what he really wanted to know was the fare to Boggsville and did the train still leave for that point at 8:08. Receiving the desired information he walked away with a good-natured nod and the remark that his mother-in-law was going to leave on that train the next morning.

In the meantime the Rambler had settled himself comfortably in the best of the two chairs that the office provided, which happened to be an arm-chair and began to read the newspaper; divorcing himself from it from time to time when anything occurred around and about pertaining to the routine of the office, or whenever he had a chance to get a word with the agent, which was but seldom.

So he heard the telephone ring and learned that a merchant of the town wanted freight rates, and he watched the agent go to his tariffs, find the rate and call back the necessary information. Hardly had the agent hung up when an elevator man entered and asked to have No. 161 spot, "those two cars."

"It means," said the Rambler on my asking him to translate this last, that there had been set out on the siding two empty cars the night before for that man and he wanted Train No. 161, when it came, to move them down to his elevators."

Hardly had the elevator man gone before a teamster arrived with a wagon load of freight. He wanted to know where he should unload it and asked for a bill-of-lading. The agent went with him and checked and listed each article, designating as he did so where they should be placed. Then he went back to the office and after looking up the freight rates made way-bills and issued the bill-of-lading, in which connection he also made an impression copy of the way-bills in the tissue book. Even before this last was finished Local No. 161 could be heard a mile away whistling for the station. So, giving the press an extra turn and leaving the impression book for a more convenient time for release, he locked the cash drawer, pulled down the ticket window, grabbed the way-bills and slammed the door behind him as both he and the Rambler went out on the platform. The agent hurriedly put his freight on a hand truck (the Rambler giving him a lift now and then when he found an opportunity to do so with-

out really retarding the man's work) and drew it down the station platform. Immediately upon the train pulling in the conductor alighted from the caboose, rushed up to the station and exchanged way-bills and orders with the agent, after which the latter assisted the trainmen in unloading their freight from a car; and then, after having spotted the cars for the elevator man, set out the gondolas and picked up the live stock, the local was on its way again.

Returning to the station the Rambler, after lighting a fresh cigar, tipped comfortably back in his arm chair and with feet on a window ledge quietly watched and thought as the agent began to make expense bills from his way-bills. This was a matter which took considerable time, not only owing to the number of bills but to the fact that he was constantly interrupted by telephone calls. Many inquiries were received as to both passenger fares and freight rates; train connections were looked up when necessary, tariffs were consulted and two short but rather involved itineraries of intending passengers were tentatively worked out and reported back on the 'phone. Also several calls at the ticket window were answered between the telephone interruptions before the expense bills could be finished. In the meantime a group of teamsters had arrived and were waiting outside for freight they could not get until the expense bills were ready.

The Rambler on one or two occasions was able to help by answering questions at the window, especially when the information sought by intending passengers was in regard to proposed trips. Nevertheless, it did not help so very much, for while courteously receiving his statements almost invariably there was at some time in the conversation at least a look, a nod or a question directed to the agent which amounted to a request for verification of what they had been told. The most of them knew "Hal" the agent, while the Rambler's status they did not quite understand.

In time—a considerable time under the circumstances—the expense bills were worked off, after which the agent again went outside to meet and satisfy the demands of the teamsters. That done he returned just in time to hear the telegraph "tick, tick, tick," which meant in effect, "Compare time and set your clock," the last tick indicating 11:00 o'clock. Adjusting his clock and his own watch to the standard thus set he then walked down the track to take an inventory of car numbers, the Rambler accompanying him for both exercise and companionship. The return to the office was just in time to receive the dispatcher's call for the agent's daily car report. While in the midst of it, and for some time after, teamsters as well as individuals began to bring express packages for the down passenger train that would be due in a little over an hour. The car report off, these packages were received and way-billed, after which with "gob-pot" and brush the labels were put on.

A temporary respite from the rush having apparently been reached the agent, glancing at the clock, remarked that he must get to the post office, on which the Rambler offered to go for him. "No," was the laughing response, "I not only have mail sacks to get but you do not know this town. I could do almost as much business in the way of answering questions up there on the streets as I do in this office if I would allow it. As it is, you will see the gauntlet I have to run and that I do not get off entirely free in the matter of temporary hold-ups. The fact is, I have been here a great many years, as you will recall, and if I do not know every man, woman and child in the town they at least all know me. So of course I have to have a smile and a nod for everyone, particularly a smile for the children. I surely have difficulty in getting back on time some days. Come along; you'll see"; and locking the office they went off together.

The Rambler saw verified all and more that the agent had said, but nevertheless they got back to the sta-

tion in due course with the mail sacks. There they found quite a number of people waiting to purchase tickets for passenger train No. 107, then due in 25 minutes. In the interval tickets were sold, express and baggage put on trucks and set in the proper place and then many more tickets sold and questions answered. Promptly on the minute No. 107 pulled in and Hal worked like a beaver loading and unloading mail, express and baggage. He had just finished and was beginning to move the truck aside when an excited passenger arrived too late to get a ticket under ordinary conditions. He rushed to the agent, however, and begged him to sell him a ticket at once or he would miss the train. The request was complied with by Hal's yelling to the conductor, "Wait a minute while I sell a ticket." This being done the passenger boarded the train, the conductor gave the signal and the principal down passenger train of the day, like the local freight of some time before, was off.

As the two men watched the train disappear around a distant curve the agent, who thus had a momentary breathing spell from his activities of the past 20 minutes, and particularly of the last five minutes, heard his telegraph call. Going to the key he became immediately absorbed in the business of taking several Western Union messages. These properly disposed of he next asked the train dispatcher if he could go to dinner and received the reply that he could after extra freight No. 172 had passed his station at 12:37 p. m. So he resignedly took an order for extra No. 172 south. When received he placed it securely in a wooden hoop (as the extra was not to stop at his station), then he pulled down the chains over his telegraph table which set the order board, or semaphores, outside his window, indicating to the approaching train that the block was clear and that it might proceed. A little after as the train rushed by its conductor leaned out of the caboose and thrusting his arm

through the message hoop, which was being held to him by Hal, he detached the message and threw the hoop back on the station platform. This over it meant dinner for Hal and the Rambler, and to the former's home they both went.

The agent's wife greeted the Rambler cordially, saying she had not seen him since the time four years ago when he was there with me, and when in the evening he tried to be entertaining with a lot of dry statistics which he read out of a book he "happened to have in his pocket." This last was said in a slightly teasing tone, at least the Rambler understood it as such; so he heaped coals of fire on her head by saying "Yes, and the time when you spiced the conversation by reading us your story of the eastern calif's conception of the American thirst for statistics."

The conversation at dinner was hurried as the agent desired to be back at the station as quickly as possible; but his wife said she would have the Rambler make up for their present haste when he came again in the evening to await the departure of his train. "By the way," she said to her husband as hats in hand they were about to leave, "I forgot to say that Mrs. Doe said to me in passing this morning that she and her daughter wanted to see you about a trip to California. They have never visited that section of the country and are depending upon you to figure out for them an attractive route."

The passing of the afternoon at the station was much the same as in the morning as far as one thing after another piling on top of each other was concerned. The agent not having coupon, or interline tickets and foreign tariffs at his station, he immediately on reaching his office sat down and wrote the general passenger agent in regard to Mrs. Doe's inquiry, suggesting for her a route via New Orleans on the going trip, returning through Colorado and Omaha, and asked for fares and literature. He had scarcely

finished this letter when an applicant at the window asked for a through ticket to a point in Florida. The direct furnishing of this being also beyond the limits of his station, and the passenger desiring to start on the trip the next day, Hal immediately telegraphed the nearest coupon station for such a ticket. This done the daily ticket and freight accounts were made up; not, however, without an interruption by the telephone over which inquiry was made in regard to the Western Union rate on so many words. This was followed by a claim to be handled on a broken shipment. While in the midst of this last the dispatcher called, and after taking his message Hal asked where No. 124 was and received the desired information.

He next carried out some ashes and swept the waiting room, after which he inspected the freight house. Finding some "overs" which had been reported a few days previously, he on his return to his desk wrote headquarters again as to their disposal and then made his remittance to the local treasurer. Another telephone call developed the fact that a farmer wanted a stock car by the following Saturday. He had just finished placing the order for that car when there began to be demands for tickets for the afternoon local passenger train. On the arrival of that train he again went through the express and baggage routine of the morning. Just as it began to be legitimate for him to think of the quitting hour a couple of express money orders came in to be handled and stock quotations came over the Western Union for the local bank, and the football scores for the weekly newspaper.

However, the time came at last when, after cleaning and filling the switch lights with oil and properly placing them, and he had blocked the last train which would pass his station before its closing hour, he could say to the Rambler in a tone of relief, "Now unless they call me out of bed at night to block some train account of a nearby wreck, I am done for the

day and we can go up and get some of the little woman's nice hot biscuits and have a good talk before your train goes. But I wonder," he added as they started out, "at your having been so quiet ever since you came here. Particularly at your having been contented to sit in that station with me for the entire day. Reckon you must be pretty tired or something; for once you haven't shown signs of being restless, and that is going some for you."

"Well," was the laughing reply, "you may not believe it, but I have been thinking and have been seeing in an entirely new light things that I have known more or less of for a long time. It has interested me, this routine of yours. To reward you for the insight you have given me I believe I will let you do the resting and the silence act this evening, when we get around that open hearth-fire that I know you will build, while I tell you something of the daily routine of another class of ticket agents that I happen to be familiar with. That is, if you would like to hear me. I will tell you of the Consolidated ticket offices in the big commercial centers." The agent expressed an interest in the Rambler's proposition, remarking that probably it was widely at variance with what one found at a station ticket office like his own.

A bountiful supper, flavored with cheery conversation, was finished in due time in the agent's cozy dining room; after which, remembering the Rambler's suggestion, and as the evenings had begun to be a little crisp, he brought in an armful of wood and started the open hearth fire that he knew the Rambler so well liked. They sat around it for the most part in silence while they waited for the wife to finish clearing up the "supper things" and join them, the agent smoking his pipe and the Rambler the last cigar that he could find in his pockets. Just as the "little woman," as the wife was invariably called, had finished her household tasks and was about to join them, in answer to a loud rap on the

door Snap Shot Bill was unexpectedly ushered in.

The Rambler had remarked several times during the day that he wondered where Bill was, especially as he agreed to follow him after he had about an hour's work with his kodak at the ducks. On his thus making his appearance therefore, he was of course questioned as to the cause of his desertion. Being apparently in buoyant mood Bill tossed the inquiries lightly aside with the general assertion that he had started from the water to join them at about the time he anticipated, but that on the road had been overtaken by a man whom he happened to know in an auto who had carried him off to visit him for the day. He was somewhat evasive as to the particular place to which he had been—its distance away and what he had done there. The Rambler saw that he was under some mysterious excitement and did not press him too closely, assuming that in proper time he would know whatever story Bill had to tell, if it was of any particular interest. Nevertheless his coming and his incessant chatter after joining them drove from the minds of the Rambler and the agent the line of talk that had been proposed for the evening. Hence when it came time for the visitors to start for their home-bound train the Rambler was forced to say that he had entirely forgotten about the Consolidated ticket offices that he was going to tell Hal about. "However," he said, "I am coming down again on Saturday for those ducks and I will see that you get the story then."

On the train Bill seemed to lose his loquacity and the Rambler was still thinking, so but little was said between them, although on one occasion, as the thought entered his mind, the Rambler did ask if Bill had seen many ducks after he left him.

"O yes," was the quick response. "I have seen scads of ducks since you left me this morning."

About two days after this famous expedition of the nimrod and the kodak

artist, Bill showed me some pictures that he had taken on that day and confided to me how he had spent his time.

"You see," he said, as he showed me a print of one of his snap shots showing a couple of ducks on the water, one of them in the act of diving for food and the other patiently eyeing its opportunity to do the same,—"you see, for a fact there were scarcely any ducks there. But just look at this other picture," he continued, and he showed me one recording the fact that somewhere the waters were positively thick with ducks at the time the picture had been made. "This last," he said, "I took especially for the Rambler, but do not say anything about it to him."

"It was this way," he laughingly explained. "Being disappointed in the place where we went in not being able to get good duck pictures owing to the scarcity of the birds, I started to either join the Rambler or find some other good subjects to satisfy my photographic desires. I had gone but a little way when I was overtaken by an auto which, much to my surprise, was being driven by an old schoolmate of my home town. Then, while there had been no thought of it before, it occurred to me that the old town was only ten miles to the eastward from where I was. Sam, that was my friend, was on his way home from a night's visit at his father's house five miles to the west. He invited me to jump in and go home with him. As he agreed to get me back to the station, where the Rambler spent the day, in time for the night train I gladly accepted his invitation. But, on reaching the town I was disappointed in not being able to round up any of the boys, and to find that my folks had the house locked up, evidently being away somewhere for the day as is frequently their custom."

"Then I bethought me of going to see the professor, and catching Sam in a free half hour he drove me over to his place and left me. I spent practically the entire afternoon with him

and his daughter, and took some beautiful pictures of them and their home and its surroundings. When it came time for me to start back the professor said he would take me in their auto; and for sake of company for him on the way back the daughter went too."

"And you mean to tell me," I exclaimed, "that you let those two people drive you up to within a block and a half of where the Rambler was and not let him know they were there? The Rambler has told me as to your being rather non-committal in regard to your day's doings and I now begin to see why. You were ashamed, I suppose, of the shabby trick you played in not letting the professor, his daughter and the Rambler know how near they were to each other. Why did you do it?"

"That's just it," was the reply. "I was ashamed at having forgotten to mention the Rambler owing to the pleasure I was having myself; for honest he never entered my mind all the time I was with them. Not until they had started off on their return trip and I was standing alone on the station platform, and I suppose my thoughts had instinctively turned to what I was going to do next, did he pop into my head. I was mightily worked up about it, you can be sure, for I had absolutely no reason for not telling. I would have been more than pleased to have gotten the three of them together on

reaching the station. Then I made matters worse by doing what a great many blunderers do in trying to hide their shortcomings. I bluffed through the evening with senseless chatter instead of 'fessing up. In short, I really felt mean about it, and I do still, but haven't the nerve to tell the Rambler." "However," he added with a grin, "I told you before we went I would 'bring home a picture of his game.' His game was ducks, was it not? I also told him that I saw scads of ducks; and there are scads of them in that picture, are there not? He went wild over that picture when I showed it to him just now, and swears he will get some of them yet."

"But Bill," I said thoughtfully, "it seems to me the picture and your story, that there were practically no ducks where the Rambler left you, do not agree. Where were you when you made this picture of all these ducks?"

"Oh," was the laughing response, "I told no lies. I told him I saw scads of ducks, but I did not say I saw them where he left me. I took that picture on a duck farm that Sam and I passed on our way over to the old town, and can not resist the temptation to have a little fun on the Rambler with it. But do not mention the picture to him or where I took it, for perhaps the next time he goes to his old hunting ground the ducks will be as thick there as this picture shows."

Notes of Interest to the Service

The following in regard to schedules and service of interest to our agents, has been promulgated since the last issue of this magazine:

Yazoo & Mississippi Valley: New time cards on this road are now in effect which in general restores winter schedules. re-establishes trains Nos. 13 and 14 between Memphis and Baton Rouge on fast schedule, and includes many other changes which have been announced by circulars and are now published in current folders dated October 25th.

Atchison, Topeka & Santa Fe: Cali-

fornia trains via this line, it is announced, will be operated for the winter season daily on approximately present schedules; between Chicago and San Francisco, Los Angeles and San Diego, they will consist of the "California Limited," trains Nos. 3 and 4, the "Navaio," trains Nos. 9 and 2, and the "Scout," trains Nos. 1 and 10. The "Santa Fe de Luxe" will not be operated between Chicago and Los Angeles this season. Of the trains mentioned, "California Limited," Nos. 3 and 4, carries through club car, dining car, observation car, drawing room compartment and section sleep-

ing cars between Chicago and Los Angeles and San Diego, and also through sleeping cars between Chicago and Los Angeles via the Grand Canyon. The latter arrives at Grand Canyon every morning and leaves in the evening of the same day, but passengers desiring to remain at Grand Canyon several days can, it is announced, purchase through sleeping car tickets to leave Grand Canyon on any date desired.

Great Northern: The 12-section drawing room sleeping car, formerly running from Chicago to Spokane on the "Oriental Limited," trains Nos. 1 and 2, is now run from St. Paul to Great Falls via Havre; train No. 3, the "Glacier Park Limited," now runs daily from St. Paul-Minneapolis to Havre instead of to Spokane as formerly. New standard sleeping car service has been established from St. Paul to Great Falls, Mont., on the "Oriental Limited" to Havre, thence train No. 223, leaving St. Paul at 11:15 a. m.; Minneapolis, 11:50 a. m. daily. This car is in addition to the Great Falls sleeping car carried on train No. 3, leaving St. Paul at 10:45 p. m.; Minneapolis, 11:35 p. m. daily.

Atlantic Coast Line: Effective November 4th, changes will be made in schedules of this road among which are the following: Dixie Flyer No. 95, will arrive at Jacksonville, Fla., at 8:20 a. m., instead of at 10:10 a. m.; returning No. 94 will leave Jacksonville at 9:00 p. m., as at present; Seminole Limited No. 93 will arrive at Jacksonville at 8:35 a. m., as at present.

Louisville & Nashville: A general change in schedule will become effective on Sunday, November 2nd. On receipt of new folders any folders of L. & N. issue, bearing date previous to November 2nd, should be withdrawn.

Chicago & Eastern Illinois: This road announces that a new time table folder will be issued to become effective November 2, 1919. All folders of June 15th, which may be on hand should be destroyed on receipt of new folder, effective November 2nd.

Michigan Central: It is announced that new folder showing recent changes in the schedule will be printed and issued as soon as possible after November 1st.

Merchants & Miners Transportation Co.: Proposed sailings for November for Baltimore are 6:00 p. m., Tuesdays from Jacksonville, Fla., and 6:00 p. m. Wednesdays from Savannah.

A few of the large resort hotels in California and Arizona close during the summer. We have just been advised, however, of their opening dates for the fall and winter season, 1919-1920, which are shown herein in connection with the hotels that

are open all the year, says a circular of the A. T. & S. F.:

Beverly Hills, Cal., Beverly Hills Hotel, open all year; Catalina Island, Hotel St. Catherine, open all year; Castle Hot Springs, Ariz., Castle Hot Springs Hotel, opens December 1st; Chandler, Ariz., San Marcos Hotel, opens November 15th; Coronado Beach, Cal., Hotel del Coronado, open all year; Del Mar, Cal., Stratford Inn, open all year; Del Monte, Cal., Hotel Del Monte, open all year; Grand Canyon, Ariz., El Tovar Hotel, open all year; Long Beach, Cal., Hotel Virginia, open all year; Pasadena, Cal., Hotel Green, opens December 27th; Pasadena, Cal., Hotel Maryland, open all year; Pasadena, Cal., Hotel Huntington, opens December 27th; Raymond, Cal., the Raymond Hotel, opens December 27th; Riverside, Cal., Mission Inn., open all year; Santa Barbara, Cal., El Mirasol Hotel, open all year; Arlington Hotel, open all year; Hotel Belvedere, open all year; El Encanto Hotel, open all year.

The principal commercial hotels in Los Angeles, San Diego, San Francisco, Oakland and Phoenix—where many tourists make their winter homes—are, of course, open all the year.

The following in reference to National Parks, is given as a matter of reference:

Grand Canyon National Park is open the year around.

Hawaii National Park is open the year around.

Hot Springs National Park is open the year around.

Petrified Forest National Monument is open the year around.

Yosemite National Park is open the year around. The Mariposa Grove of Big Trees is accessible during the summer season only.

Crater Lake National Park closed September 30th, and will open July 1, 1920.

General Grant National Park closed October 10th, and will open May 24, 1920.

Glacier National Park was closed September 15th, and will open June 15, 1920.

Mesa Verde National Park closed October 31st, and will open May 1, 1920.

Mt. Rainer National Park was closed September 15th, and will open June 15, 1920.

Rocky Mountain National Park closed November 1st, and will open May 1, 1920.

Sequoia National Park closed October 10th, and will open May 24, 1920.

Yellowstone National Park was closed September 15th, and will open June 20, 1920.

Zion National Monument closed November 1st, and will open May 15, 1920.

The Santa Fe announces the opening of the season on December 1st, of Castle Hot Springs, located in the foot hills of the Bradshaw Mountains, Yavapai County, Central Arizona, 1,971 feet above sea level, 24 miles east of Hot Springs Junction, a station on the S. F. P. & P. R. R. (Santa Fe Lines), 44 miles from Phoenix and 150 miles from Ash Fork. Westbound train connections for Castle Hot Springs from the Santa Fe main line are made by change of cars at Ash Fork, Ariz. Passengers on the westbound California Limited transfer to the Phoenix sleeper, which is attached at Winslow, Ariz., at 8:40 p. m., and reach Hot Springs Junction at 8:15 a. m. Those from other Santa Fe westbound trains should take the southbound afternoon express from Ash Fork, arriving at Hot Springs Junction at 7:55 p. m., and remain there until morning; or they may go through to Phoenix, remain until morning, breakfast at Phoenix, and take the 7:45 a. m. local for Hot Springs Junction (44 miles), where direct connection is made with automobile service. Automobiles meet all morning trains at Hot Springs Junction, conveying passengers to Castle Hot Springs in time for lunch.

Mr. G. H. Webster, secretary, Eastern Canadian Passenger Association, in a circular on the subject of travel from the United States to Canada calls particular attention to the following:

"The conclusion of the Great War has resulted in reasonable relaxation of the restrictions which governed the movement of tourists between the United States and Canada during its progress. Bona fide tourists and practically all others normally circumstanced and of proper intent, now experience no difficulty in meeting the requirements of the Immigration Department of the respective countries."

The new terminal station in Jacksonville, Fla., which has been under construction for the past two years, will be completed and opened to the public November 17, 1919.

This station is modern in every way, being equipped with 23 tracks, underground passage way from the waiting rooms to the track level; large commodious waiting room, greatly increased baggage room facilities, etc.

With the new modern station in operation the Florida tourist travel this season will be more conveniently and expeditiously handled than heretofore.

Now, Brother Employe, I wish to relate the story of a lost suit case, says the *Express Messenger*. It started from Evansville, no state; it was going to Sullivan, same state. Now, this suit case did contain the wedding clothes of John and Jane, but sad to relate, that dear suit case caused the delay of the wedding day of our young friends, John and Jane. Now, as we have often said before, a tag is likely to get tore! So put on a label, for your own sake. It will save many a sad heartache.

Wonder if any of our agents has a sympathetic feeling for these lines "To a Bore," as penned by A. L. S., in "Life."

My friend, you're leaving me perturbed
and sore,
Fretful and limp and languid, to deplore
How long I've borne with you who are a
bore.

I marvel how my patience thus endures
This placid pertinacity of yours—
One of our social ills that have no cures.

I feel ashamed and sick of my pretense
To follow you through every mood and
sense
Of your most egotistic eloquence.

When the full flood-tide of your prating
flows,
I count the pros and contras as it goes—
And find the balance strongly with the
prose.

It is not conversation that you seek,
But just for one to listen while you speak,
A victim who will turn the other cheek.

Relieved of you I breathe again, and
ponder
How truly absence makes the heart grow
fonder,
Contented to forgive—while you are
yonder.

Every speaker at the dinner had boosted the town, which was inland some 800 miles from the coast. The speakers all said that had the city been on the coast it would have been the world's first city. The visiting speaker was called on next and said:

"Gentlemen, I am impressed with your city as much as you are and believe I can suggest a way in which you can get your wish."

All leaned forward. The speaker said:

"This is what you should do: Obtain a large pipe, run it from the center of your city into the ocean, and, if you can suck as hard as you can blow, the ocean will soon be in your city."—*Ticket Agents Talks.*

The railway board, a current story goes, had met to consider the case of old Tom Jones, who, in a train accident, had become deaf.

"Well," said a director, "old Tom has been with us a long time now, and we want to find him a new job. What do you suggest?"

"I know," said the chairman. "Let's put him in charge of the complaints department."—*Outlook*.

An optimistic Colorado farmer, on seeing some clouds floating by, remarked:

"Well, I guess we are going to have some rain."

"Aw!" said his pessimistic neighbor, an ex-railroad man, "those are just empties coming back from Iowa."—*Boston Transcript*.

"I caught sight of an auto jack at work the other day."

"Did you call the police?"

"What for? They were only putting on a new tire with it."—*Baltimore American*.

"How much can Gabby put up on that proposition he is so glib about."

"I don't think Gabby could put up anything, unless perhaps an umbrella."—*Exchange*.

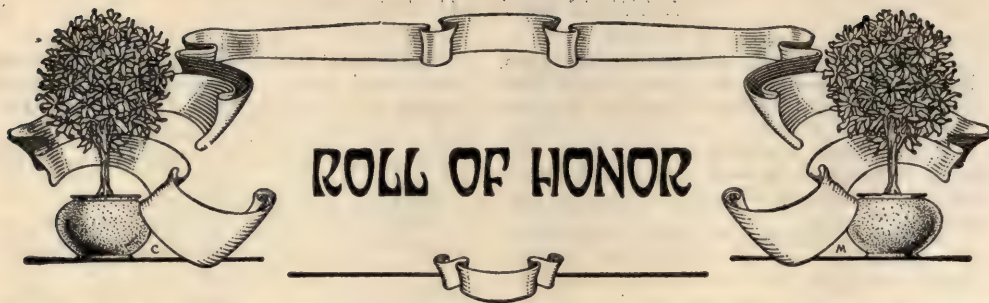


I.C.
Facilities



Mattoon
Ill.





ROLL OF HONOR

Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
Edward Smith	Crossing Flagman	New Orleans, La.	21	6-30-19
William Stricklin	Bridge Watchman	Grayville, Ill.	37	5-31-19
Caleb B. Tarrant	Engine Watchman	Effingham, Ill.	22	6-30-19
Charles J. Finley	Janitor	Mendota, Ill.	24	8-31-19
Aron T. Harris	Laborer	New Orleans, La.	17	8-31-19
Billie Williams (Col.)	Hostler	Water Valley, Miss.	31	8-31-19
Joseph L. Beaubien	Collector	Dubuque, Ia.	34	11-30-18
Robert S. McCann	Switchman	Paducah, Ky.	19	8-31-19
Charles C. Jewell	Agt. & Operator	Tucker, Ill.	36	8-31-19
Philip A. Dulin	Agent	Aberdeen, Miss.	45	8-31-19

FROM WATER CARRIER TO GENERAL CAR FOREMAN

MR. W. T. Everett, the subject of our sketch, entered the service of the Illinois Central Railroad Company, April 5, 1874, at the age of twelve and half years, as apprentice in the coach shop at McComb, Miss. During this time was engaged in building and repairing coaches. Was transferred to Water Valley, Miss., in 1880. Promoted to assistant car foreman in 1896 and promoted to general car foreman in 1902.

Mr. Everett has carried water, repaired cars, picked up wrecks, put in ties, laid track, built bridges and has always been willing to turn his hand or give a lift at whatsoever might be necessary to the welfare of the Great Illinois Central Railroad, as might fall to the lot of an employe during his short service.



W. T. Everett

PHILIP A. DULIN

Philip Albert Dulin, who has been employed as Agent at Aberdeen, Mississippi, was placed on the Honor Roll as pensioner September 1, 1919. Mr. Dulin entered the service as agent at Medina, Tenn., October, 1874, and has been in continuous service as Agent since that time, having been employed

as Agent at Aberdeen since January, 1893.

Mr. Dulin was the oldest employee in point of service on the Mississippi Division. He was born August 6, 1853, at Grenada, Miss. There never was a more loyal employee than Mr. Dulin, his length of service indicating that he was a diligent and conscientious employee.

Pat Laden is Dead

It was a distinct shock to Mr. Laden's friends to learn that on October 14 he had died. Apparently strong and robust with (so far as the layman could see), many years of useful life ahead of him he fell a victim to apoplexy.

Mr. Laden was for 32 years a faithful and competent employe of the Illinois Central system. He entered the service in 1887 as general track foreman, assisting in the construction of the Madison District, and thereafter served as follows:

1888-1889, supervisor Freeport division.

1889-1893, roadmaster Tennessee division.

1893-1903, roadmaster Illinois division.

1903-1907, assistant to assistant chief engineer, Chicago.

1907-1912, superintendent Indiana division.

1912-1913, superintendent Vicksburg division, Y. & M. V.

1913-1915, superintendent Memphis division, Y. & M. V.

1915 to time of his death, as district engineer of Northern and Western Lines.

A wonderful personality had Pat Laden, genial, always making friends and never losing them.



PATRICK LADEN

His demise is mourned from one end of this railroad to the other. To his family, the management and his co-workers extent sincere sympathy.



Business District, Mattoon Ill.



Lost Pocketbook Found and Returned to Owner

On May 22, 1919, a pocket book containing \$95.00 in currency, and 27 foreign coins, also papers indicating that the owner, Sylvester Senkus, was a member of the 125th Infantry, Veterans Association, was found in I. C. Chair Car 3652 (a part of train No. 17 into St. Louis, May 21) after the car had been switched to the Atlantic Street Yards. by Joe Perringer, an Illinois Central Carpenter.

The pocket book with contents intact was turned over to L. P. Randle, Passenger Car Foreman, who in turn delivered it to the Lost Department of the Terminal Station at St. Louis.

Through the efforts of the Baggage Department of the Illinois Central Railroad, working in cooperation with St. Louis Terminal Officials, the home address of Mr. Senkus was found to be 2227 North 15th Street, Springfield, Ill., and after proper identification the pocket book and contents were delivered to him.

Mr. Perringer, the finder, has for years been in the employ of this Company, and is looked upon by his ranking officers as a thorough, capable and reliable employe.

The following letter from District Passenger Agent Lord explains Mr. Senkus' feelings in the matter.

Springfield, Ill., June 26th, 1919.

Mr. H. J. Phelps,
General Passenger Agent,
Chicago, Ill.

Returning you the enclosed, I called on Sylvester Senkus, to-day and found him to be a young foreigner who could only speak and understand a very few words of our language, but he gave me to understand that he was very much pleased the way we had treated him in recovering his pocket book, and he stated that he had written to Mr. Tool, on Tuesday of this week and I gave him the address of Mr. Joe. Perringer, the party that found his pocket book, and I explained to him that it would be the proper thing for him to send a letter telling Mr. Perringer how thankful he felt when he received his lost pocket book.

Senkus tried to explain to me that he did not realize that there was any body in the world who was honest enough to return a pocket book found under such circumstances, and judging from his actions one would think that he felt that this man's honesty is one of the good things we have gained by licking the Huns.

J. H. LORD,
District Passenger Agent.



Residential District, Mattoon, Ill.



The Illinois Central Railroad Y. M. C. A. of Mounds, Ill., Celebrates Its Sixteenth Anniversary

Splendid Showing For Fiscal Year Report of General Secretary Indicates

Sept. 2, 1919.

THE Y. M. C. A. celebrated their Sixteenth Anniversary, Tuesday night. The program opened with a song by the audience, prayer by Rev. G. A. Dunn, pastor of the M. E. Church. Report for the year was read by J. C. Mench, General Secretary. Interesting talks were made by J. G. Little, of Chicago, Student Secretary of Illinois; F. M. M. Richardson, International Railroad Secretary, of Chicago; J. C. Starkey, General Secretary, of Mattoon, Ill.; Rev. A. L. Norfleet, pastor of the Congregational Church of Mounds, and Mayor Geo. E. Chance.

Closing prayer by Rev. Ira Dee Byrd, pastor of the Baptist Church of Mounds.

Music was furnished by the Villa Ridge orchestra. Refreshments of ice cream and cake were served and a social time was enjoyed by all.

The Association is planning a program of service for the winter. One week will be devoted to "religious work," one to "social work," one to "educational work," one to "thrift," "efficiency," community service" and "father and son week."

Yearly Statistical Report of Mounds Railroad Y. M. C. A.

From Sept. 1, 1918, to Sept. 1, 1919.

Total attendance111,679
Baths taken16,399
Beds used13,859
Books taken1,485
Men's meetings in building, 29; attendance, 920.
Shop meetings, 30; attendance, 1,684.
Meetings with other organizations 29; attendance, 3103.
Socials, 2; Dedication and night following, 700.
Requests for prayer, 46.
Professed conversions, 38 railroad men.
Lowest number of members during the year, 599.
Highest number of members during the year, 725.
Present membership, 652.

The secretary has given 4 lectures on Keeping Fit to shopmen, and the same lecture to the boys of eleven High Schools in Southern Illinois, and the men at the Teachers' Institute.

The secretary also traveled with troop train.

The First Aid was administered 11 times during year.

Six thousand six hundred and forty-two memberships have been taken out in the 16 years of the organization.

J. C. Mench, Gen'l Sec'y.

Financial Report from Sept. 1st, 1918, to Sept. 1st, 1919

Income	
Appropriation from I. C. R. Co.	\$1,146.00
Appropriation from other sources	2,672.44
Memberships	3,142.88
Locker rents	114.50
Beds	3,965.75
Baths	97.50
Laundry	428.65
Incidentals	205.69
Total	\$11,773.41

Expenditures	
Telephone	24.95
Printing and Stationery	248.72
Postage	245.50
Salaries	4,552.87
Bathrooms	541.41
Library and Periodicals	217.69
Laundry	1,631.65
Incidentals	604.76
Religious work	25.09
Social work	147.43
Educational work	98.47
Other purposes (equipment)	1,220.89
Extensions	175.00
Rebates	20.70
Beds	2,269.80
Total	\$12,024.83

Balance at beginning of year	\$ 527.31
Income	11,773.41
Total income	12,300.72
Total expenditure	12,024.83

Balance\$ 275.89

J. C. Mench, Gen'l Sec'y.

I take this means of expressing to the management of the Illinois Central Railroad the appreciation of this board and the 700 members of the liberal support and their hearty co-operation in every laudable undertaking of the R. R. Y. M. C. A.

G. E. Chance,
Chairman Board of Managers.

Photography Used As a Substitute For Bullets in Training Aviators

By J. K. Melton

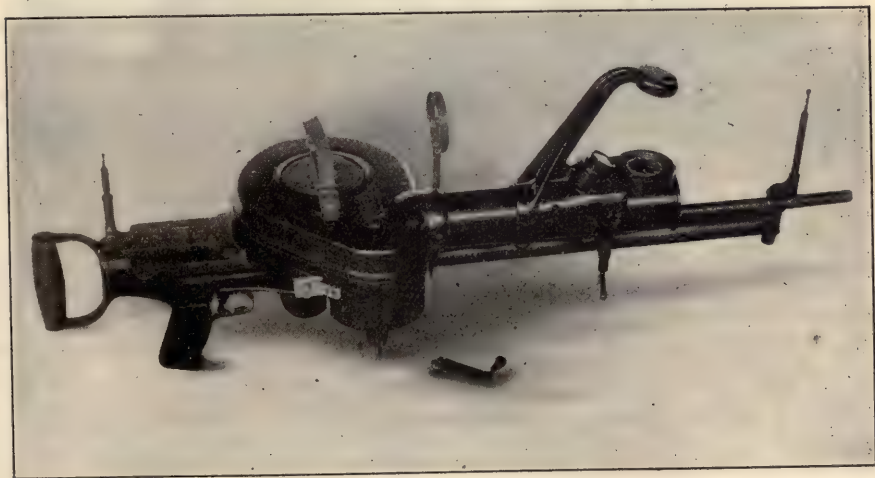
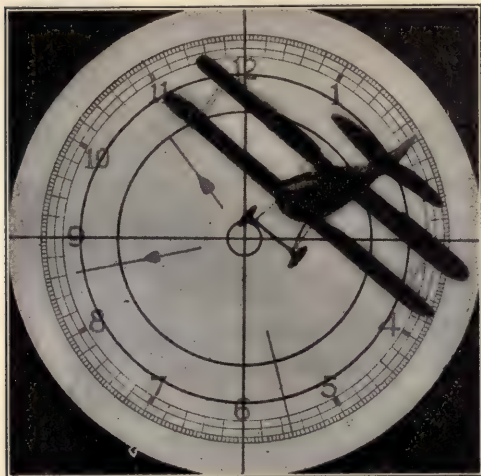
AS a matter of course bullets cannot be used when friendly aviators in training are each others targets, but through the inventive genius of an

the exact position of the opponents plane, the exact time of firing, and shows beyond all controversy whether or not the opposing plane has been, or rather would have been struck in a vital spot, the timing of the camera is so accurate that each aviator is able to see whether his shot reached his opponent first or not.

When the United States declared war the aviators of Great Britain were using a camera for training purposes patterned after the Lewis Machine Gun. This camera made twelve exposures for one loading, each exposure required hand manipulation.

One of these cameras was turned over to our government for duplication.

A contract was entered into with the Eastman Company, whose engineering department soon produced the new camera.



American a photographic camera has been evolved, which takes the place of the bullet, registering every shot fired,

This camera is attached to the machine gun which the aviator is constantly using, enabling him not only

to take the photographs, but at the same time to familiarize himself with the weapon which after his training is completed he will use in actual warfare.

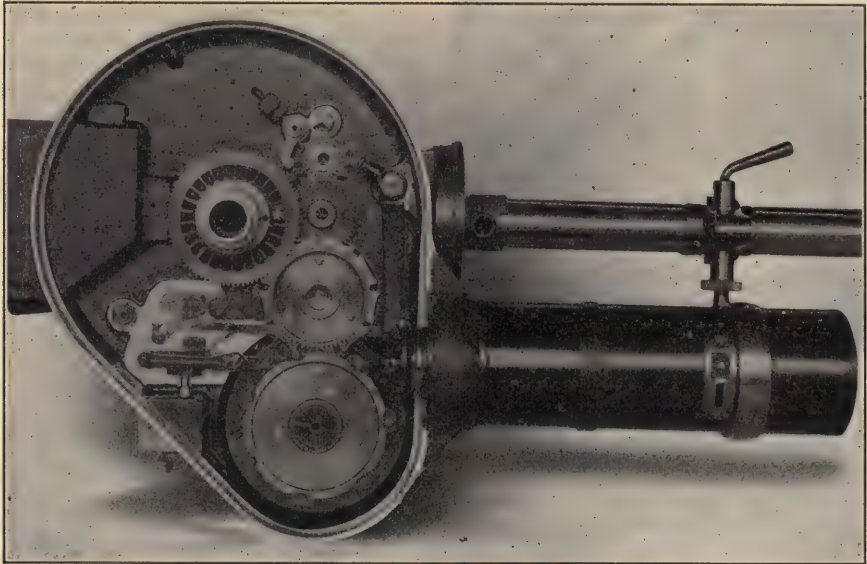
Another very beneficial improvement over the British camera is that one loading of the American camera produces one hundred exposures, which would mean the equivalent of one hundred bullets from a machine gun. Another advantage is that the exposures are made automatically as long as the

firing trigger is pressed.

The camera is registered properly in relation to the sights of the machine gun to which it is attached.

In the photograph which accompanies this article (taken from a strip of film exposed in the gun camera of another plane) a plane entering the danger zone is shown.

Though this invention was perfected under emergency strain, it is the very apex of photographic skill and accuracy.



Death Crossings

Warnings appear to be useless when it comes to motorists driving over railroad crossings in a reckless manner. They seem determined to do it regardless of what is said or happens. There is scarcely a motor car driver who hasn't had some friend or at least acquaintance meet with a serious probably fatal, accident on a railroad crossing. Yet that doesn't serve as a sufficient warning. Driving over railroad crossings with an utter disregard for safety is the habit of nearly all motorists. They will do it, regardless of how many accidents happen or how many warnings are given. The result is a toll of crossing deaths that is appalling—appalling because of its utter uselessness.

Within a space of fifty hours there were seventeen persons killed in crossing accidents in eastern Iowa and west-

ern Illinois last week. In each instance the accident happened to motorists and it was said that due precaution was not exercised in any instance.

The driver of the car is almost always to blame. With his human cargo he drives madly over a railroad crossing with scarcely a look—just takes a chance that a train isn't approaching. He must know that if a train is approaching he has scarcely a chance, for a locomotive can't dodge, neither can it jump nor stop at a moment's notice.

It might be wise to pass a law providing a prison sentence for a motor car driver who fails to "stop, look and listen" at a railroad crossing. Such an act would put caution in some drivers where repeated warnings have failed.—*Fort Dodge (Ia.) Messenger and Chronicle.*

Loss and Damage Freight Claims

The efforts of the Central Administration at Washington, and of the regional directors, federal managers and freight claim agents to establish uniform practice and prompt settlement of loss and damage freight claims are showing very gratifying results.

The Railroad Administration has caused to be compiled figures with respect to the unsettled loss and damage freight claims on roads under federal control, from which it is noted that on April 1, 1919, there were 806,707 such 519,316—a decrease of 287,391, or 35.6 per cent., in the number of unsettled claims unsettled, whereas on August 1, this figure had been reduced to claims.

Of the total number of outstanding claims on April 1, 1919, 363,476 had been outstanding four months or over. On August 1, this figure had been reduced to 218,424, a decrease of 145,052, or 60.1 per cent.

These figures indicate clearly that the freight claim departments of the various railroads under the federal control are successfully endeavoring to get their offices up to the highest degree of efficiency.

**STATEMENT BY REGIONS OF LOSS AND DAMAGE FREIGHT
CLAIMS UNSETTLED AND ON HAND OVER FOUR MONTHS:
UNSETTLED CLAIMS.**

Region	April 1, 1919	May 1, 1919	Decrease	June 1, 1919	Decrease	July 1, 1919	Decrease	Aug. 1, 1919	Decrease
Eastern	261,716	231,970	29,746	200,431	31,539	176,220	24,211	162,433	13,787
Allegheny	129,013	113,772	15,241	105,413	8,359	97,686	7,727	91,309	6,377
Pocahontas	9,158	8,419	739	7,245	1,174	5,093	2,152	4,757	336
Southern	133,724	121,174	12,550	110,346	10,828	95,844	14,502	80,910	14,934
Northwestern..	141,204	129,617	11,587	118,247	11,370	104,518	13,729	93,469	11,049
Cen. West.....	88,210	79,073	9,137	71,883	7,190	62,366	9,517	55,538	6,828
Southwestern..	43,682	38,038	5,644	35,509	2,529	33,945	1,564	30,900	3,045
Total	806,707	722,063	84,644	649,074	72,989	575,672	73,402	519,316	56,356

OVER FOUR MONTHS OLD.

Region	April 1, 1919	May 1, 1919	Decrease	June 1, 1919	Decrease	July 1, 1919	Decrease	Aug. 1, 1919	Decrease
Eastern	121,892	108,226	13,666	94,059	14,167	80,641	13,418	71,909	8,732
Allegheny	58,765	53,134	5,631	51,315	1,819	46,154	5,161	40,011	6,143
Pocahontas	3,043	2,691	352	2,095	596	1,561	534	1,291	270
Southern	71,927	55,361	16,566	52,636	2,725	47,235	5,401	37,886	9,349
Northwestern..	65,076	53,874	11,202	52,368	1,506	47,600	4,768	43,131	4,469
Cen. West.....	31,598	25,905	5,693	24,123	1,782	20,819	3,304	17,655	3,164
Southwestern..	11,175	9,834	1,341	8,076	1,758	7,575	501	6,541	1,034
Total	363,476	309,025	54,451	284,672	24,353	251,585	33,087	218,424	33,161

Facts About Army and Navy Insurance

Locomotive engineers, firemen and trainmen taken from active service on railroads in America and transferred to France as soldiers of the United States, performed notable work in the greatest war of all times.

Figures compiled by the Actuarial Department of the Bureau of War Risk Insurance in Washington, show that more than \$107,758,200 of government insurance was carried by railroad men engaged in the transportation service of the Engineer Corps, American Expeditionary Forces and upon railroads in the United States.

There were thousands of enginemen and trainmen in all branches of the service but in the compilation of these figures, only those men actively engaged in the transportation service of the Engineer Corps were included.

The conservation of this insurance of the railroad men has been undertaken by the Bureau of War Risk Insurance which is organizing a volunteer field force with the purpose of reaching every discharged service man to encourage him to maintain his insurance.

The Bureau will be maintained as a permanent institution, serving as a monument to the individual deed of every man whether the feat he performed was such as to call for a Congressional Medal of Honor or consisted of the discomforts of barrack life in America, awaiting over-seas orders.

A total of \$40,000,000,000, approximately, of insurance was carried by the nearly 5,000,000 soldiers, sailors, marines, army and navy nurses. Of this amount, \$22,881,000 was carried by lo-

comotive engineers in the transportation service of the Engineer Corps.

There were 500 gasoline locomotive engineers in the Corps. These men carried \$4,350,000 insurance. The same number of locomotive firemen were enlisted in the Engineer Corps, there being 2,520 in the American Expeditionary Forces and 110 in railroad work in the United States. Of this number 450 were engaged in light railroad work in France and 50 in America. They carried \$22,881,000 of War Risk Insurance.

Brakemen, trainmen, flagmen of the American Expeditionary Forces numbered 5,460, while 95 were engaged in this work in America, making a total of 5,555. Of this number 860 were employed on A. E. F. light railroads and 95 on light railroads in the United States. These men carried \$48,328,500 insurance.

In addition to these trainmen there were 319 engine watchmen carrying \$2,775,300 insurance and 282 of these men were abroad with the A. E. F. There were besides, 46 engine house firemen carrying \$400,200 of war risk insurance.

There were 706 locomotive inspectors, 630 of whom were in France. These men carried \$6,142,200 war risk insurance.

The engineer corps suffered in battle deaths numbering 59 officers and 1,207 enlisted men. The wounded were 216 officers, 6,739 enlisted men. Prisoners taken were one officer and 153 enlisted men.

The Bureau of War Risk Insurance is not acting alone in this effort to conserve the insurance carried by railroad men, but has acquired a vast field force of volunteer workers. This co-operating host includes the Red Cross, Y. M. C. A., K. of C., War Camp Community Service, Y. M. H. A., and many other organizations, manufacturers, professional men, bankers, and individuals interested in welfare work among former service men.

Under the terms of the War Risk

Insurance Act, former service men are allowed five years in which to change their insurance to one of the six permanent forms. Applications now are being received from men requesting that their insurance be converted and arrangements are being made by the Bureau to make this change. The six permanent forms of insurance are as follows:

1. 20-Year Endowment.
2. 30-Year Endowment.
3. 20-Payment Life.
4. 30-Payment Life.
5. Endowment at Age 62.
6. Ordinary Life.

Some idea of the magnitude of the operations of the Bureau may be gained by the insurance claim which it will be called upon to pay. This figure approximates \$1,017,000,000. The amount of premiums received from all service men and which was deducted from their pay was only about \$200,000,000 or less than one-fifth of the amount of insurance claims. The excess above premiums which resulted in war losses will be paid by the government.

No discharged service man is denied the privilege of continuing his insurance even though it temporarily may have been allowed to lapse.

Extremely liberal provisions have been allowed for reinstatement, application for which may be made under the following conditions:

A. The applicant must be in as good health as at the date of discharge, or at the date the insurance lapsed if lapse occurred after discharge, and must so state in the signed application for reinstatement.

B. The application must be accompanied by a remittance to pay the premium for the month of grace during which protection was provided after discharge, and for the first month on the reinstated insurance.

Prominent provisions of the War Risk Insurance policy are as follows:

1. The total permanent disability clause is granted without cost to the

insured and it is free from all restrictions.

2. Government insurance does not charge its policy holders any overhead expense.

3. It contains an extremely liberal definition of disability.

4. It gives very substantial payments.

5. It contains no age restrictions.

6. It is unrestricted as to travel, residence or occupation.

7. Premiums paid in advance are refunded down to the month, in case of death.

8. The policy is non-taxable.

9. Unusually liberal cash, loan, paid up insurance and extended term insurance values are included.

10. It participates in dividends.

If the policy holder is unable to keep the full amount of the war risk insurance he carried while in the service, he may reinstate part of it from \$1,000 up to \$10,000 in multiples of \$500. Reductions may be made in multiples of \$500 to any amount, but not less than \$1,000. Premiums are due on the first of the month, although payments may be made any time during the calendar month.

Keeping the records up to date in Uncle Sam's big insurance organization is an herculean task. It requires

the services of thousands of people to care for the more than 30,000,000 individual records which are on file in the Bureau of War Risk Insurance.

More than five miles of file cabinets 4½ feet high are required to hold these records. The magnitude of \$40,000,000,000 may be gained by the fact that were this sum in dollar bills, end for end, the line thus formed would reach the moon more than nineteen and a half times.

At one time sufficient floor space to house the various sections was so scarce that it was with the greatest difficulty that room could be secured to keep abreast with the Bureau's growth. Until very recently it was situated in 16 buildings in Washington ranging from garages to the New National Museum.

Railroad men throughout the country who have not kept up their insurance will be reached through the members of the Home Service Sections of the Red Cross, the Y. M. C. A., the K. of C., and various other organizations which will give them any desired information on war risk insurance. The organizations have been supplied with literature covering every phase of Uncle Sam's insurance and this will in turn be furnished railroad men. (L. E. S.)

Meritorious Service

Chicago Terminal.

Yardmaster C. L. Flora, Wildwood, has been commended for discovering and reporting brakes sticking on train No. 5, passing Wildwood October 22. Trainmaster stopped train at Harvey, and the necessary repairs were made, thereby preventing possible accident.

Towerman W. C. Campbell, Harvey, has been commended for discovering and reporting something dragging on train No. 73, passing Harvey, October 18. Dispatcher stopped train at Homewood, in order that necessary repairs could be made, thereby preventing possible accident.

Roundhouse Foreman C. C. Orr at 26th

Street has been commended for discovering and reporting 12 inches of broken rail in track 3 at 28th Street, October 15. Section men repaired track, thereby preventing possible accident.

On October 23 he also discovered brake rigging dragging under car in train No. 53, engine 1639. This train was stopped at Homewood, and defect remedied. This action undoubtedly prevented possible accident.

During September the following suburban trainmen and gatekeepers lifted card passes and commutation tickets account of having expired or being in improper hands:

Conductors H. L. Richardson, F. Hell-

berg, J. M. Hall, L. W. Morrison; Flagman D. Flynn; Gatekeeper, L. Ortell, Jane Humphreys, Minnie Breene, Mrs. Viola Long, Mrs. Carroll, W. Callon.

Illinois Division.

Brakeman J. C. Jacobs has been commended for voluntarily firing engine 1678, Kinmundy to Centralia, October 11, account of the regular fireman being suddenly taken ill. This action undoubtedly prevented delay to train.

Brakeman C. W. Carrington, Fordham, has been commended for discovering and reporting loose wheel under N. Y. C. & St. L. 28778, extra 1752 north, while working at Birkbeck. Train was set out for repairs, thereby removing possible cause of an accident.

Mr. L. E. Andrews, Humboldt, has been commended for discovering and reporting brake beam dragging on extra 1658, September 23. Train was stopped and brake beam removed, thereby preventing possible accident.

Operator John Pawlish, Rantoul, has been commended for discovering and reporting brake beam dragging under I. C. 94653, train No. 52, September 26, passing Rantoul. Train was stopped and brake beam removed, thereby removing cause of a possible accident.

Springfield Division.

Conductor C. H. St. John, Clinton, Ill., has been commended for discovering and reporting brake rigging down on car in extra 1767, passing at Divernon. Train was stopped at E. Grand Avenue and it was also found that a piece about three inches long was missing out of rear wheel of one of the cars. Necessary action was taken in order to prevent accident.

Conductor H. B. Jacks on train No. 22 September 13 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor W. G. Knowles and Engineer Chas. Phillips have been commended for discovering platform burning between Ramsey and Vera, September 7, train No. 119, engine 1023. Train was stopped and fire extinguished. This action undoubtedly prevented considerable loss.

Operator L. B. Wilsoff, Edwin, has been commended for discovering and reporting brake rod down on Southern 170026, September 11, extra 1671, passing Litchfield, Ill. Train was stopped and defect remedied, thereby removing possible cause of an accident.

Indiana Division.

Engineer W. Merkle, train No. 203, September 1, has been commended for dis-

covering Bridge 53-5, near Mt. Pulaski on fire. He stopped train and extinguished the fire before any damage to the structure had taken place.

Wisconsin Division.

Conductor C. J. Cramer on train No. 27 September 17, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Minnesota Division.

Agent J. W. Bonda, Council Hill, Ia., has been commended for discovering and reporting brake beam dragging under car in extra 1879, September 24. Train was stopped and obstruction removed, thereby preventing possible accident.

Mr. J. P. Burke has been commended for discovering and reporting brake rod dragging under car in extra 15-780 east. Train was stopped and obstruction removed, thereby preventing possible accident.

Tennessee Division.

Conductor H. T. Hunt, Haleyville, has been commended for discovering and reporting three pieces of express in R. I. express car 10001, train No. 32, October 1, traveling as empty. Express was unloaded at Corinth, and forwarded to proper destination. This action prevented possible claim.

Engineer J. B. Good, Jackson, has been commended for interest displayed in extinguishing fire in roof of express car 4440, train 5, September 28. This action undoubtedly prevented property loss.

Section Foreman J. L. Allman, Wickliffe, Ky., has been commended for discovering and reporting broken arch bar in car A. C. L. 75308, in work train near Wickliffe, October 4. Necessary action was taken to prevent accident.

Crossing Flagman M. G. Rice, New Yard, Fulton, Ky., has been commended for discovering and reporting car in extra 1740, north, loaded with merchandise, traveling as empty.

Conductor J. J. Hill, South Yard, Memphis, Tenn., has been commended for discovering and extinguishing fire on incline coal chute, Dyersburg, September 17. This action undoubtedly prevented property loss.

Conductor G. P. Kinkle on train No. 2 September 8, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Mississippi Division.

Conductor J. W. Baker on train No. 23 September 17, declined to honor card ticket account having expired and collected cash

fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. R. Kritter on train No. 1 September 17, lifted employe's trip pass account being in improper hands and collected cash fare.

Louisiana Division.

Conductor W. H. Smith on train No. 34 September 1, lifted fifty-four ride monthly commutation ticket account having expired and collected cash fare.

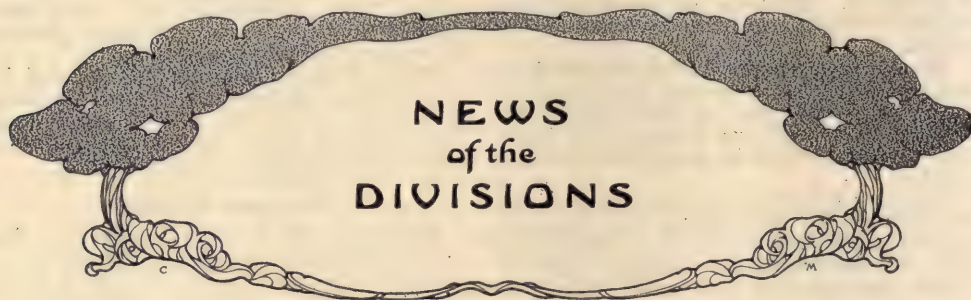
Conductor R. E. McInturff on train No. 24, September 7, lifted card ticket account

passenger admitting having previously secured transportation thereon and collected cash fare.

Conductor H. T. Erickson on train No. 32 September 25 lifted thirty trip family ticket account having expired and collected cash fares.

Vicksburg Division.

Conductor R. C. Buck on train No. 45 ing in improper hands and collected cash September 13, lifted term pass account before.



AUDITOR STATION ACCOUNTS DEPARTMENT.

By G. A. Riggs.

There are many of our employees in this city, as well as elsewhere, who never had the pleasure of seeing the office building at 63rd Street. It would be worth their while to call and see the most modernly equipped and up to date building in every respect for general offices, that can be found on any railroad in the United States. That is saying a good deal, but it is true.

On the first floor at the north end of the building will be found the through ticket office, occupying a small space in a large and beautiful artistic waiting room. Here the traveling public may have the privilege of enjoying its many conveniences. To the rear of this room is the baggage and check room, general mail department and custodian's office; also entrances to elevators for floors above.

The second floor is used for the cafeteria and lunch room maintained by this Company. By no means should you miss this Department, as this is where you will find that which satisfies the "inner man." The many varieties of delicious delicacies that are served without delay, would certainly give a ravenous appetite to the most pessimistic dyspeptic. Eleven hundred employees in the building are accommodated with prompt service; also the public from

far and near patronize this popular price eating house.

All of the third floor is occupied by the Auditor of Passenger Receipts Department; fourth, Car Accountant; fifth sixth and seventh, Auditor Freight Receipts; eighth, Freight Claim Agent; ninth, General Auditor Receipts, Auditor Station Accounts, Tracing Department (for AFR), and last but not least a telephone exchange room.

The large volume of business done here daily may be attributed to the fact that systematizing in all the branches is the key note of instructions from our officials. You will find this "key note" is always in "tune" which naturally brings harmony and efficiency to every employee.

The rooms are capacious well lighted from natural as well as artificial sources, and are ventilated by the automatic machinery that furnishes the building with washed, ventilated, and purified "non-germ" air. It was given a good test by government inspectors and found to be 48 per cent per person which is above the average.

The custodian, Mr. A. M. Heldenbrand, has 38 persons under his supervision and we would like it to be known that he keeps the building in perfect repair and sanitary condition.

There are five elevators and in order to handle the number of employees before

eight o'clock, Mr. Heldenbrand has systematized this service by having elevators stop at certain floors, which greatly facilitates the service.

The building is equipped with 158 wash stands and 54 drinking fountains, where that pure, sparkling, filtered elixir of life from Lake Michigan may be obtained at all times.

Who said "high cost of living". Leave it to the I. C. employees to surmount this obstacle. "Eureka" has proved all it means. An organization has been completed to be known as the "Co-operative Club", members consisting of employees at 63rd street. The object of this club is to buy commodities of all kinds at wholesale prices and sell to the members at cost.

It was through the kindness and philanthropic spirit of Mr. J. F. Shepherd, General Auditor of Receipts, that this organization became possible. He personally investigated a similar club at New Orleans, and was so favorably impressed with the idea as being a practical one, decided we could organize under the same by-laws. The other officials of the building have favored the plan and we have the assurance of their assistance in making it a success.

Any further information regarding details of this club may be obtained from the following, who were appointed as a temporary committee until organization is complete: J. N. Nolan, H. E. Foskett, E. H. Brown, J. E. Anderson, T. F. McKenna, J. N. Enright, D. J. McIsaacs, F. P. Pierce.

A few months ago there was sent to all agents a complete and revised "Schedule of Reports to be Rendered" weekly and monthly to the Accounting Department. We note with pleasure many of the agents are complying with this revised list. If all would do likewise, it would greatly expedite the compilation of reports in this office.

"Remember the word! SAFETY" should not only be thought of during a special period, but should be remembered every day throughout the year. Remember this, that there is no accident occurs without a cause, and that cause is that somebody, somewhere, has made a mistake in not doing their work with 100 per cent of efficiency.

The cupid that is shooting many arrows from the aeroplane in and around our office overlooked his hand on one occasion when he dropped the news of a contemplated trip of one of our male members who is to travel over various lines towards the rising of

the sun. The passes say in silent tones he will not go alone. The "chosen few" are only aware of this secret. We should not keep it thus, as he will need advice and consolation from his many friends before taking this joyful trip. Be it known to all concerned that our friend and head clerk of the Miscellaneous Division, Mr. J. W. Diamond has for seven long years been trying to win a prize and at last succeeded with the lucky number which proved to be Miss Margaret Kane. About the middle of November when you see that "beautiful snow" which is emblematical of the bride-to-be, it is then recorded that the wedding bells will ring. No official date could be obtained at this time.

This will be a new kind of "two-step" you will have to learn. Just keep step with the music from her angelic voice and all will be harmony. We wish for you and yours all the prosperity that it is possible to obtain.

C. C. Woodmansee, who has been an employee with this company for the past 16 years in various departments, resigned his position on Sept. 1st. At time of leaving the service he was employed in this office as Investigator of Litigation Accounts. Mr. Woodmansee has accepted a position with the "Common Wealth Reserve Fund." We all regret to lose him as a co-worker because he was a very congenial, considerate and accommodating gentleman. His many friends wish him success in his new position.

J. C. Fail and wife spent two weeks at Niagara Falls, Boston and other Eastern points of interest. He had a wonderful experience when he went over the Falls—in an aeroplane. It is recorded that he never "fails" in anything he undertakes to do.

Miss Helen Cowles stepped from the train upon a platform at a station called Manchester, Ia. It was midnight, very dark and dreary, but in the distance she saw that light in the window, from her parental fireside, burning as of yore. She was soon told that her real live Lieutenant had arrived the same day direct from Paris. The fatted calf was killed, and many of her dear friends and relatives rejoiced in that annual home coming. If you believe in signs during these autumn days, just look at a true promise "signet" on her left hand. And thus ends a true story.

Miss Mollie Meillo has returned from a two weeks' visit with relatives and friends in Kansas City. It was her first trip "out west", and she said she certainly enjoyed the beautiful "mountain scenery".

Mrs. Alice McAdams and Miss Amy Garvin have their hearts "in the right place," and are working a little overtime by sympathetic beats for the unfortunate ones. Through a raffle they collected \$20.00 for an old lady and gentleman that are in very poor circumstances.

A little kindness and charity as we
Pass along the way,
Will make you and others happy at the
"End of a perfect day."

Our annual renewal of Fidelity Bonds is in season. You would think so to see our head clerk, Mr. Hodgdon, absorbed in volumes of literature upon the subject. He is using all the figures that it is possible to create in trying to solve a problem something like the one, "How old is Ann." As an example—many "A" notices to add, "B" notices to change, and "C" notices to cancel. And so it goes until the balance is found.

Miss Ida Jensen, a member of the "D. A. R.," spent an enjoyable time at Columbus, Ohio. She regrets not having the pleasure of attending the "G. A. R. National Encampment." Many historical places were visited, and she made many friends among her "D. A. R." sisters.

You cannot see but only can hear that voice from the switch board, "number, please". When these voices are heard there is a desire by many to trace for the "original point of shipment." No use, boys, they cannot be found. However, this much will be said, that they are in a private office well protected by those holding military honors—hence the threshold you must not pass. Margaret Crogan and Alice Guggerty are polite, faithful and patient at the switch board in operating the ninety phones that are in the building. It is hoped that the rumor is not true that Miss Crogan is about to take the "wings of the morning" and fly with an aviator whom she knows very well.

The beautiful Autumn inspires the poet's mind,

So let's turn loose and give a few of the railroad kind.

You have heard the phrase "Whats in a name";

Now follow these lines and get in the game. Names of our stations suggest many things, Such as LOVE, HOPE, DARLING and KINGS.

We have CHAMPAIGN not far from ROSEHILL,

Also HERCULES, HEMLOCK and a ROLLING MILL.

Have a HART for our DANIEL BOONE, And also DUBLIN with its Irish TOONE.

Plenty of MONEY in HARD CASH,
Wins the BELLEFLOWER without a dash.

We see an EMERLD and LILLY on the map,

When we take a PEKIN at BONE GAP.
You can find a TAYLOR and BAKER,

Also a CARPENTER, but not a QUAKER.

Our ALLIGATOR is in the RAINE on DUCK HILL,

While the MOON is BRILLIANT in COFFEYVILLE.

COLDWATER is served from our BARR to the RICH,

And our RESCUE PARSONS WELCOME this SWITCH.

LINCOLN, HAWTHORNE and POCAHONTAS made a HITT.

Also BARNUM was WRIGHT and WISE—let's give them the mitt.

NEW HARMONY naturally comes when viewing the RISING SUN,

Because it inspires our INDEPENDENCE for BRAZIL, PARIS and everyone.

We might suggest a PEACOCK as a VALETINE

To send to EDNA, VIOLA and MARION, sometime.

"I. C." many VIRGIN names in our roster,

But will end with my name which is GLOSTER.

FORDHAM TRANSFER PLATFORM

The employes of the Fordham Transfer responded 100 per cent to every outside drive that came along during the past four years. Now that the NATIONAL RAILROAD ACCIDENT PREVENTION DRIVE is on, and is something that helps our own homes, we expects to hold the same record on this as we have done in the past.

As we read the circulars of instructions from our Federal Manager, General Manager and supervisory forces, that there will be a contest between the different railroads as to who will make the best showing and that there should be a generous rivalry between the different divisions, we will leave nothing undone to see that this unit of the organization wins with colors flying. We did it before, we can do it again.

With Foreman Conway's return, the vacation season is ended at the Transfer. Tom spent his two weeks at French Lick Springs, Indiana, and recommends that all lovers of quail dinners should spend their next vacation at French Lick.

Charlie McCarthy is back on the job, after his honeymoon trip through the east, visiting Niagara Falls, Atlantic City, New Jersey and all other points of interest. We

wish Charles and wife good luck on their new adventure.

Charlie Husband is at present instructing some of our boys on the latest Southern dances at the WHITE CITY BALL ROOM.

Mr. King got in a winter supply of potatoes from Wheeler, Oregon, while Mike Leahy ordered his shipment from Starks, Wisconsin, to beat the H. C. of L.

Many friends of Mr. Morris McCarthy, who worked with us since the platform opened, will be grieved to hear of his death on Tuesday, October 14th. He was highly respected by everyone who had the pleasure of his acquaintance. The boys sent a beautiful floral piece to his home as a token of respect.

The soldiers, sailors and marines from the Platform are going to be the guests of honor at a complimentary reception and dance, given by the Fordham Pleasure Club, at the Calumet Club House, 62nd and Cottage Grove Avenue, Saturday evening, November 15th, 1919. The reception and dance will be in the nature of a homecoming celebration to our club members who saw service in the WORLD WAR and will be one of the most enthusiastic and important in the history of the Fordham Pleasure Club. We extend a cordial invitation to all employees at the In and Out-Freight houses, South Water Street, as well as all our other friends in the Chicago Terminals.

ST. LOUIS DIVISION

Speaking of Progress

The St. Louis Division is way ahead of some of the rest of the divisions, at least in the matter of car inspection. On October 16th, Car Inspector Ernest Eaton at Herrin took the novel method of flying in an aeroplane over his territory, covering six coal mines in about twenty minutes. Mr. Eaton states that while this is the quickest inspection trip he has ever made, it has the disadvantage of his not being able to tell whether or not the cars have sharp flanges on the wheels; however, his territory is devoted almost exclusively to coal traffic and he is of the opinion that it might come in handy at some of the terminals to provide a rapid means of inspecting roofs of box cars and thus do away with the "leaky roof" complaint. Mr. Eaton has written the Master Mechanic, wondering whether, if he should place a requisition for an aeroplane, the Store Department would furnish it; but we believe he would have to wait some time as the other divisions, in envy of us, will have them swamped with requisitions for planes now that we have disclosed our secret of successful leadership.

SPRINGFIELD DIVISION.

Brakeman Fred Hennes, who recently was operated on in John Warner Hospital, Clinton, has recovered and will be able to resume work in a few days.

Harry Gabriel, employed as a switchman in Clinton yard for past two years, has resigned and entered the service of A. E. Staley Mfg. Co., Decatur.

Conductor E. D. Wood and family have returned home, after spending several weeks sightseeing in Colorado. They report a fine time. E. D. says he is glad to get back to work, as such a trip sure requires a lot of cash.

"Rabbit" Carter, our assistant day baggageman, Clinton, has lost all faith in dreams. Prior to the World's Series, he saw the White Sox running over the home plate just like jack rabbits. Result—a flat pocketbook and "Rabbit" says he must be pretty poor at distinguishing colors.

John F. Hough, bill clerk, East Yards, is taking a few days lay-off and transacting business in Chicago.

Will some one please tell us why Kenneth Roberts, train caller, makes so many trips to Mt. Pulaski. What is her name, Ken?

Passenger Flagman Fred Sallee has returned to work on trains 119-120. He was away about thirty days, most of the time being spent with his parents, who reside on a farm near Latham, Ill.

H. Kippenhan, yard master, Decatur, is taking his annual two weeks' vacation. He will visit with friends and relatives in La Salle, Ill., and other northern points. Mrs. Kippenhan and son accompanied him.

Trainmaster W. A. Golze has returned to work after enjoying a two weeks' vacation. He spent most of the time at home taking a much needed rest.

Miss Julia Coffey, of the division accountant's office, and Geraldine Reynolds, stenographer to general yard master, have returned home after a ten days' trip to Niagara Falls, Washington, D. C., and several points of interest in Canada. They remembered the "bunch" with post cards while on their trip. Our genial chief yard clerk furnished them with a nice box of candy. We wonder how he does it with the present H. C. L.

Conductor E. A. Rambo is laying off account sickness and has gone to Decatur, where he will take treatments.

Conductor W. G. Knowles has been granted a few days off, account sickness. Conductor T. J. Boyle is relieving him.

Conductor W. C. McConnell has gone to St. Louis, Mo., where he is a witness in a law suit.

Wm. Guthrie, brakeman, who has been in army service in France for past eighteen months, has been honorably discharged and

returned to Clinton. He will resume his old position as brakeman on Clinton district. We welcome him back.

Road Department.

Mr. John O'Brien, supervisor of the Clinton district, who was injured in a motor car accident several months ago is reported to be getting along nicely, and his many friends are glad to know he will be able to return to work the first of the year.

Miss Elizabeth O'Brien, clerk in supervisor's office, Pana, Ill., visited friends in Clinton recently.

Mr. Frank J. Kraft, instrumentman, has not been in very good humor the last week, and the only excuse his friends know of, is that Frank lost all he had in the World's Series. But it is hoped that he will soon forget his trouble and wear a happy smile once more.

Miss Olive Draper, clerk in the roadmaster's office is taking a two weeks' vacation, and is visiting friends in Chicago. Mr. Carl McKinney is working in Miss Draper's position.

Mr. Chas. McAdams, formerly employed as stenographer in the roadmaster's office, is taking Miss Clara Hoyt's position in the superintendent's office for a month. Mac has found Clinton more interesting than he used too, and will probably not return to New York as soon as he had planned.

Clinton Shops.

Mr. and Mrs. H. L. Needham have returned from a vacation trip through Ohio and Missouri. Mr. Needham is master mechanic.

Aaron A. Jordan, Joe Swearingen, Clarence Carson and Paul Bates have taken temporary positions in the master mechanic's office, during the special work.

Lyle Crum has taken a position in the general foreman's office as clerk. He was formerly employed in the yards.

Mabel Thomas, in the Car Department, made a business trip to Springfield, Ill.

Traveling Engineer C. L. Zaneis and wife are spending a two weeks' vacation in Florida and other southern points.

Clara Day, assistant timekeeper in the master mechanic's office, recently spent a day in Weldon.

Donald T. Hess, night roundhouse foreman, is receiving treatment in the Illinois Central Hospital at Chicago.

E. G. Sterling, chief accountant in the master mechanic's office, made a business trip to Decatur recently.

Ella Hickman, invoice clerk in the Store Department, visited friends in Decatur recently.

F. S. Bogan, car foreman, was in Mt. Olive recently on company business.

Madeline Bradley, clerk in the Store Department, visited her parents in Vandalia recently. She had as her guest Elsie Volrath, clerk in the superintendent's office.

Mr. Geo. Dunlap, of Chicago, spent a few hours in the division office at Clinton, October 1st.

John Ely has returned to work after several days' vacation spent up in Michigan.

Miss Clara Hoyt, stenographer in the superintendent's office, has been granted a leave of absence and has gone to Eldorado Springs, Mo., for her health. Miss Hoyt expects to be gone a month or six weeks.

W. A. Yoder was checked in as agent at Litchfield October 1st, vice J. R. Buckler. Mr. Yoder has been absent several months account of ill health, having spent most of his time in Colorado.

H. E. Fox has been working as agent at Dillsburg, account of illness of regular Agent Dill.

H. Getzdanner resigned his position as liberty bond clerk in the superintendent's office and has gone to Baltimore, Md. Oren Chandler has been appointed liberty bond clerk.

Wm. Paradee has resigned his position at the Clinton freight house and has moved to Vera, Ill., where he will reside on a farm.

Charles Masterson spent Sunday with relatives in Lake Fork.

Fred Leasure and family were Decatur visitors recently.

Mr. and Mrs. Eugene Owens were Chicago visitors Sunday.

Frank Snyder has resigned his position at the Clinton freight house to take up other duties.

Carl Kern is working in the superintendent's office as office boy.

Those present at the division meeting held by Mr. Shaw in his office October 4th were M. Sheahan of Rantoul, G. W. Morgan of Decatur, C. C. Baldwin and N. B. Clark of Springfield, F. P. Simcox and Fred Johnson of Pana, W. A. Yoder of Litchfield and J. B. Nowland of Sandoval.

W. C. Hannenberg, of Chicago, spent several days in the division office during October.

F. Ostrander, of Chicago, spent several days in Clinton during October.

W. Schlinkert, of Centralia, was a business visitor in Clinton October 10.

Miss Nora Banks, ticket agent, Clinton, has returned from a trip to Seymour, Ind.

Miss Josephine Young visited her parents in Oconee Sunday, October 12.

E. R. Evey, assistant accountant, was a business visitor in Decatur recently.

Miss Jennie Gleadall spent several hours in Bloomington Saturday evening.

Mr. J. W. Hevron, formerly superintendent at Clinton, and family of Fulton, Ky., were Clinton visitors at the home of Chief Dispatcher Mallon October 11 and 12.

L. F. Griffin, agent at Beason, was in Clinton recently on personal business.

Mr. S. S. Morris, of Chicago, attended

division safety meeting at Clinton, October 15.

G. W. Morgan, agent at Decatur, and M. Sheahan of Rantoul, attended the division safety meeting at Clinton, October 15.

C. E. Penneman has returned to work as agent at Cornland after several weeks' vacation.

Dispatcher W. W. Huff has returned to work after two weeks' vacation.

Dispatcher H. Macon has returned from a trip to Chicago.

Chief Dispatcher Mallon has returned to Clinton from a trip to North Dakota.

Dispatcher John Fleming was in Weldon recently on personal business.

Operator Briggs was in Clinton October 16.

Mrs. Hanson was a Bloomington visitor Saturday evening.

Assistant General Claim Agent S. M. Copp, of Chicago, was in Clinton October 17.

INDIANA DIVISION.

The National Accident Prevention Drive started at 12 A. M., October 18. We'd just like to hear of anyone even looking like he wanted to have an accident!

Last Monday the regular Division Safety Meeting was held at Mattoon, which was attended by the Staff, Agents from the larger stations, General Foremen, Supervisors, and many of the train and enginemen. Much interest and enthusiasm were displayed at this meeting, when preparations were made to make the big drive a howling success!

We were all shocked and grieved to hear of Mr. Patrick Laden's death at his home in Rockford, Ill., Tuesday, Oct. 14th, due to a paralytic stroke. Mr. Laden, at the time of his death, was district engineer, Western lines, with headquarters at Waterloo, Ia. He was a favorite on the whole system, and during the time he was Superintendent of Indiana Division, at Mattoon, Ill., 1907-1911, had endeared himself to the employes, who in recent years, always looked forward to even a short visit with him, when he went through with the general officers. Our sympathy is extended to the wife and children of Mr. Laden in this great loss.

Road Master G. M. O'Rourke attended the funeral of Mr. Laden in Rockford, Ill., Thursday, October 16.

Miss Florence McShane of Superintendent's Office also attended Mr. Laden's funeral.

Sympathy is extended to Miss Norienne Quinn, tonnage clerk, in the loss of her mother, who resided in Indiana.

If preparedness counts for aught, we will be 100 per cent on October 31st!

Miss Helen Lee Brooks, stenographer in superintendent's office, Mattoon, has re-

signed, and departed for Texas to join her brother, N. J. Brooks (formerly chief clerk to superintendent, Indiana Division) who has located down there on a farm. Miss Brooks says she is going to try her luck raising pecans, grape fruit and chickens, in place of manipulating the typewriter several hours a day. Our very best wishes for success and happiness to Mr. and Miss Brooks in their new home!

Miss Brooks leaving, advanced Miss Essie Reams a step; Miss Lucille Yount of road master's office succeeded Miss Reams, and Miss Cora Tiffany filled the vacancy in road department office.

We haven't quite as much confidence in Superintendent Hevron as he seems to have in himself, concerning THAT CUP. You know, "there's many a slip 'twixt the cup, etc." (Only we're not inclined to be cruel, might have followed the suggestion of "one of us" to wire our General Superintendent that said party would be in the same class with the Kaiser, Jess Willard and the White Sox.) We are all looking around for a suitable location for THE CUP.

Miss Victoria Gustafson of Train Master Vane's office spent an evening recently in Champaign, Ill.

Brakeman W. G. Pruitt is home from a visit in Arkansas.

Another passenger crew has been added to the Mattoon-Peoria district. Conductor J. V. Fitch and Brakeman H. Nooe are regular men now.

C. C. Powers, car foreman, has returned from a pleasant vacation spent in Indiana.

H. L. Fortinberry, accountant in division storekeeper's office, has been transferred to Vicksburg, Miss., to fill similar position. He is succeeded by G. W. Brunson of Paducah.

A. Paxton, machinist, and family, have returned from a trip to Kokomo, Ind.

As we have been reminded before, "Remember, No Accidents Today!"

KENTUCKY DIVISION.

We are all very glad to note that Miss Mabel Hoover, message operator, who has recovered from a severe attack of typhoid fever, is back at work.

Regular monthly meeting of Princeton Terminal Safety Committee was held in Trainmaster Down's office Tuesday, the 14th. Quite a large attendance and a very interesting meeting.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

Special Accountant Deming, of Chicago, was with us a couple of days last week.

Chief Accountant R. D. Miller, of Louisville, spent a couple of days in Princeton last week.

Chief Dispatcher Taylor spent last Thursday in Louisville.

Conductor H. Hill, who has been off duty for a couple of months, undergoing an operation for appendicitis, is back at work and feeling fine.

Superintendent Hill and Roadmaster Glynn spent a couple of days on the Evansville district last week.

Dispatcher L. K. Butler was in Paducah last week having his teeth "amputated." Old age will tell.

Caller Urey Jones spent Saturday in Louisville.

General Foreman W. J. McGuirk spent Saturday and Sunday in Louisville with his family.

General Foreman J. T. Petty, of Central City, spent Saturday night and Sunday in Princeton.

Night Baggage Clerk Chas. Terry is back at work after a few days' illness.

Conductor D. B. Osborne was in Madisonville last week attending a Shriners' meeting.

Miss Marion Waggoner spent Saturday in Gilbertsville.

Local Office, Twelfth and Rowan Street, Louisville, Ky.

Miss Edmonia Dougherty, settlement clerk in the Accounting Department, has returned from Huntington, W. Va., where she visited relatives.

Rate clerk, Mr. John Nicklies, is at his desk again after enjoying a week's vacation.

Sunday, September 21st, Mr. J. L. McCord, car service clerk at First Street Station, visited friends in Owensboro, Ky.

Chief outbound clerk, Mr. A. W. Gross, is at his post of duty again after a few days' illness.

Miss Alice Alsmiller in the Billing Department, visited Mammoth Cave on September 27th and 28th.

Messrs. Fossee and Patrick made a thorough check of the Louisville station on October 8th, at the conclusion of which a favorable report was given.

Mr. G. R. Hurd, supervisor of fire protection, Chicago, visited here on October 13th and made inspection of the terminals.

We were pleased to have with us October 6th our cordial friend, Mr. E. E. Troyer.

Mr. C. V. Dudderar, a former employe in this office, and who is now accountant at Camp Knox, Ky., paid us a social call on October 2nd.

TENNESSEE DIVISION.

R. H. White and R. E. Pickering, clerks, superintendent's office, Fulton, spent a few

days in St. Louis sight seeing recently.

Liberty Bond Clerk, Herbert Rankin, spent a few days in Chicago recently, watching automobiles on Michigan Avenue.

Chief Timekeeper Paul Murphy Newhouse, and family spent a few days in St. Louis seeing the sights last week.

Punk Butterworth, tonnage clerk, Fulton, seems very much interested in telegraphy lately. What's the attraction?

Miss Alva May Price, stenographer, superintendent's office, and Mrs. C. E. Tribble, timekeeper, spent a day in Memphis recently.

Miss Hortense Johnson, assistant tonnage clerk, was in Louisville recently visiting relatives.

Accountant Herman Cole has resumed his work at the office, after spending two weeks honeymooning. Herman says it is work forever with him now, that all the frolicking around with the boys is over, and that, hereafter, he will be at home to his friends in the evening.

Mr. O. B. Wood, traveling auditor has been with us several days. We are always glad to have Mr. Wood with us.

Accountant R. E. Pickering, Timekeeper Bob White, Switchman Boots Shepherd, J. V. and J. P. Callahan attended the last game of the World's Series, Chicago, to their disappointment. They returned home, not exactly broke, but badly bent.

Miss Helena Workman has accepted temporary employment as stenographer, superintendent's office, Fulton.

Miss Blanche Workman, stenographer, superintendent's office, has been absent on account of illness. We hope for her speedy recovery and incidentally her return to the office.

Raymond Benedict has recently received his honorable discharge from the army, having spent about eighteen months in France and resumed his position as clerk in superintendent's office.

Traveling Engineer J. W. Shepherd, Assistant Chief Clerk R. C. Pickering, Bridge Foreman M. D. Harris, Flagman G. C. Douglas and Lineman Shorty O'Bryan attended the ceremony of Mystic Shrine, New Orleans, latter part of September. They report a very large time.

Albert Brown, M. C. B. clerk, has been enjoying a few days' vacation in Dawson Springs.

Chief Accountant W. P. McAdams has returned to work after enjoying two months' vacation in California. Mac says you can say what you want to about the beautiful "sunset," but he was never able to find where it set.

We regret very much to learn that Mrs. W. H. Purcell, wife of track supervisor, is seriously ill.

E. E. Mount and wife and Miss Kathleen Lovier, clerks in M. of W. Department, was

to spend only a Sunday in Chicago, but on account of missing their train spent almost a week. Some one from here saw them at the station dropping nickels in Fire Alarm pleading with it to play "Home Sweet Home."

L. B. Ryan, clerk to B. & B. supervisor, visited in Memphis this week.

Somebody in the Road Department must be very careful about talking to old bachelors for he is almost at the point of asking her to accept quite a different position. Little encouragement on her part is all that is needed.

Ask Mr. P. P. Pickering, chief clerk, Road Department, how you can purchase dogs as cheap as \$16.00; he says this is a good investment.

Mrs. J. V. Young and daughter Eleanor spent a couple of days shopping in Chicago last week.

Master Mechanic Grimes, accompanied by his wife and daughter Dorothy was in Chicago on company business last week.

Traveling Engineer Harrington has just returned from a ten days' vacation in Iowa.

Engineer C. W. Steelman is in Hot Springs for a couple of weeks.

Mrs. Jas O'Connor, clerk in Trainmaster Ellington's office, who has been quite sick for the past two weeks, is up but not yet able to return to her duties.

Among those who attended the World's Series in Chicago was Fireman J. A. Vernon, Machinist J. L. Jones and Pipe Fitter C. T. Fox.

Quite a number attended the Tri-State Fair in Memphis, among them being Engineer C. Chandler, Conductors W. B. Ranson and Chas. Blackman, Engineers C. E. Dunn, A. R. Smith and W. R. Ruffin.

Engineer J. W. Anderton and wife are visiting relatives in Tullahoma, Tenn.

Miss May Ranson, assistant chief clerk, and Jackson Shop editor of Illinois Central Magazine, is spending her vacation in Mississippi.

MISSISSIPPI DIVISION

Division Accountant J. G. Skogsberg is enjoying a long contemplated vacation at points in the Delta and in Omaha.

Accountant G. L. Gafford "took in" the Tri-State Fair at Memphis. He reports seeing some fine pumpkins and good-looking chickens.

Mr. Collins, chief clerk to master mechanic, is all smiles since school started. Keep on smiling, Hanner.

Messrs. Joe McMillan, Fred Porter and Everett Bell are gathering in their fall meat. They do this at night, when they are not working at the shop. They caught six 'possums in one night, and say they are good and fat.

We are having lots of rain at Water Valley, but it does not dampen our spirits with respect to the Elks' Carnival. The lights are just as bright and the attractions just as fascinating. That reminds us of our popular young stenographer, Miss Hadaway, who just can't stay away from that Merry-Go-Round.

Speaking of the carnival, Bill Ruffin, the old "timer," took it in Thursday, chaperoned by a bevy of Water Valley's prettiest "young" ladies. Bill says no "Honey-Moon Trail" for him. Girls, I am afraid it is all off.

Mr. Fred Myers, night roundhouse foreman, is taking a two weeks vacation. Have a good time, Fred, and come back full o' pep.

We had some long faces and some round ones when the World Series was finished, but they all said it was very exciting.

LOUISIANA DIVISION.

Mr. N. P. Burris, agent at Natalbany, La., has just returned to work after a thirty days' leave of absence.

Mr. A. H. Baker, relief agent on Louisiana Division, on his return from his honeymoon, was called to Tickfaw, La., to relieve the agent at that point for a short time.

Mr. C. F. Coen, file clerk in superintendent's office, resigned Oct. 10th to accept a position as assistant timekeeper with the T. & P. R. R. at Alexandria. He was succeeded by Mr. Earl McGowan, formerly



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assistant file clerk, and the position made vacant by Mr. McGowan's promotion has been filled by Mr. Ralph Williams.

Everybody is queering Trainmaster E. L. McLaurine as to how it felt when he took a flying trip over the city of Hammond, and have wondered if he thought such a trip was necessary in order to get above the town to look over the lay-out of the tracks at that point so as to figure the best way to handle business and avoid a congestion since the additional train service on the B. R. H. & E. has been put on.

Some excitement was caused about division headquarters recently account of the visit of an aviator to this section. Dispatcher W. B. Romine took a flight and when the aviator made a dip he said the lookers-on thought that his machine had become disabled and was falling. When our popular dispatcher was safely landed he also advised the aviator that fifty per cent of the occupants of the machine were of the same opinion.

Miss Florence Sill, one of the stenos in the superintendent's office at McComb, recently paid a short visit to her home in Carbondale, Ill.

Mr. Wm. McCubbin, who has been in the service of this company for the past twenty-four years, having entered the employ on Sept 1, 1895, all of which time he has spent on the Louisiana Division, will leave Nov.

1st on a six months' leave of absence. Mr. McCubbin is well known by all of the employees of this division and they regret to see him leave but hope that he will soon be back with them again.

Mr. F. A. Tyser, engineers' timekeeper, recently gave a theatre party, which was followed by a supper at McColgan's Hotel, where he entertained a half dozen couples of his closest friends at a little celebration to announce his engagement to a young lady from his home town.

At last we have a good example of disinterested "brotherly love" in this office since the brother of one of the good looking stenos (Sweetie) has been filling a position across from one of our assistant tonnage clerks. Now can you imagine why Worth is so interested? in Sweetie's brother as to explain and help him out in his work. His extreme kindness is very noticeable.

It has been noticed at one of the boarding houses that one assistant accountant is always taking dinner out with one of the car record clerks and they are both telling every one that some one in the office is to be married real soon which will be a big surprise to the entire force.

Our comptometer operator will be missed by all the clerks while she tours the globe during her thirty days' leave of absence. Also we will miss her very, very dear friend, who is a popular salesman at the gents

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store, for he is seen at the foot of the stairs everytime the whistle blows for quitting time.

Our friend Wiley (hog) Wilkinson is as mean as ever and now that his comptometer operator is leaving on a thirty days' leave of absence the car knockers and statistician will not be able to go near his desk.

We have noticed one of our assistant accountants, George Little, for the past week has been wearing his diamond in his tie. What's the matter, George, did your girl turn you down, or is it the high cost of living that caused you to change your mind?

THOUSAND DOLLARS REWARD

If this is not the greatest money making house-to-house proposition. N. G. R. Laundry Tablets wash clothes in 10 minutes without rubbing. Contains no lime, lye, paraffin, wax or other injurious chemical and cannot possibly injure the clothes or hands. Nothing like it on the market. Positively the wonder of the age. Sells for 25c; enough for 10 family washings. We supply one free sample with every package you buy and guarantee the sale of same. Just leave the sample with the housewife and when you call again she is eagerly awaiting to become your steady customer. Secure territorial rights at once, or you will regret it. A one-cent postal brings sample and full particulars. Farquhar-Moon Mfg. Co., 1420 Jackson Blvd., Chicago.



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Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

Never mind, don't look so blue, things are looking a little brighter.

Malcolm Dougall, assistant accountant, left for San Antonio, Tex., on his vacation. Watch out "Doug," don't lose your heart while over there.

Guess the "Valuation Men" are glad the World's Series is over, as they almost had to pawn their clothes backing the White Sox. The statistician's desk is awfully sorry though as they were to get two boxes of candy and it makes us sick to think about "what would have been."

We are expecting a "Garnishment Case." Miss Mildred Whitworth vs. Miss Helen Ott. Helen owes Mildred a whole quarter on the World's Series. A word to the wise Helen, better pay before you lose your job, or rather I should have said "position."

Mr. C. Bourgeois, division auditor, with headquarters at New Orleans, is spending a few weeks at McComb, assisting the work authority party at this point, in charge of Mr. H. E. Byram.

NEW ORLEANS TERMINAL.

The many friends of Mr. Raymond E. Bock, assistant chief clerk to General Superintendent Egan at New Orleans, will regret to learn of his untimely death, which occurred after a brief illness, early in September. Mr. Bock had been in the employ of the Illinois Central Railroad for nearly twelve years, serving in various capacities, and had gained many friends through his good fellowship, ability and devotion to duty.

Mr. "Joe" Flechas, who held the position of secretary to Mr. Egan, succeeded Mr. Bock. We are all sure that Joe will make good, because a man with his good nature deserves to win.

Mr. Alverson, formerly of the superintendent's office at Fulton, is the new secretary to Mr. Egan. You're down in the Sunny South sure enough now, Alvi, old boy, and we'll wager odds that you'll never regret your sojourn in the Land o' Cotton, however long or short it may be.

"Sarg" Statham has returned from overseas and has resumed his duties as stenographer in the general superintendent's office.

Mr. C. T. Beven, secretary committee, Commission on Car Service, United States Railroad Administration, was recently appointed federal terminal manager at New Orleans, to fill the position made vacant by the death of Mr. E. A. Kelly.

Mr. E. R. Gunter, chief clerk to Terminal Superintendent Cousins, is the new secretary committee, Commission on Car Serv-

ice. We were all very sorry to see him leave us, but we are glad that such a deserving and competent man as he was chosen for the position. Here's luck to you Mr. Gunter.

Mr. Frank D. Ivichievich, chief yard clerk at New Orleans, was appointed chief clerk to superintendent, vice Mr. Gunter.

Mr. M. Caldwell is our new chief yard clerk.

Mr. J. T. Hallam is the new file clerk in the terminal superintendent's office.

Our distinguished orator, Mr. Thomas J. Lee, has not been heard to comment upon his good looks of late. He's too busy talking politics and economics (although he probably wouldn't call it that). He's some "Bull" shevik, we'll say.

Mr. P. E. Joseph has been transferred to Mr. Harkness' office at Chicago and Mr. C. Bourgeois, formerly division auditor on the Memphis division has been appointed division auditor on the New Orleans terminal division to succeed him. Best wishes, Mr. Joseph; and to you, Mr. Bourgeois, we wish to say that you may rely upon the friendship established between us in the days when you were one of us as chief accountant.

Mr. A. D. Leopold, formerly correspondence clerk, superintendent's office, has been appointed chief clerk to Mr. J. N. Chapman, district foreman at New Orleans, succeeding Dutch Harmeyer.

Who won the World's Series? Ask Katz, he knows.

Wonder what happened to Dutch Rolfs, the official chauffeur, and the Velie car owner. The little Irishman, T. E. L., is often seen at the wheel lately.

Dutch Schmitt, one of the Remington athletes of the general superintendent's office, has been transferred to the Accounting Department, terminal superintendent's office.

We were all very much surprised and grieved to hear of the tragic death of Mr. William Beven at Galton, Ill., on the morning of October 15. Bill has just stepped off the southward main track to allow a southbound freight to pass, and, due to the noise occasioned by the passing train and the dense fog, was unable to either hear or see the approach of northbound train No. 8, the "Panama," which struck him and hurled him against the side of the freight, killing him instantly. The deceased was a son of Mr. C. T. Beven, recently appointed federal terminal manager at New Orleans, and a nephew of Mr. J. L. Beven, federal terminal manager at Chicago.

United States Railroad Administration DEC 19 1919
Director General of Railroads

Illinois Central Magazine

December 1919

Christmas Greetings

*To the Employees of
the Illinois Central
Railroad System :*

It is my pleasure to thank you for the splendid support you have rendered during the year which is now drawing to a close, and to wish you a Merry Christmas and a Happy and Prosperous New Year.

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Federal Manager



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PRINCETON, KENTUCKY

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Princeton Ky*

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Magazine

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DECEMBER, 1919

No. 6

UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

CARRY ON!

At a dinner of the Central Administration Luncheon Club in Washington recently, Director-General Hines dwelt upon the desirability of everyone maintaining the highest possible state of efficiency right up to the last moment of railroad control by the government.

This is important.

Every man, whether of high or low degree in the service of the railroad, is either proud of the fact that he is a railroadman or he is in the wrong employment.

If he takes pride in his service in the great industry of transportation he is jealous of the reputation of railroadmen as a whole and of his own and that of his particular department more especially.

From now until the roads are turned back the public will be even more than ordinarily critical in the matter of efficiency on the part of railroad employes—and by employes we mean, of course, those who have titles as well as those who do not.

Railroad employes individually and as a body as well as the service performed by the roads, have been subjected to much undue criticism, especial-

ly since the signing of the armistice. We are, however, too big to worry about the criticism that is unjust. It is the criticism that is justified that hurts—because we have no moral support within ourselves in refuting it.

Let us, therefore, refuse to worry about unwarranted criticism, but let us at the same time look sharply to our duties so that no merited criticism can be directed against us.

We are proud of the great accomplishments of our industry in the past, in time of war and in time of peace, and we are proud of our identification in the progress of this industry and the great service it has performed, and is performing, for the mighty nation of which we are true citizens.

Let us prove to the world that we can change engineers while forging forward at top speed—without the slightest slackening of momentum, without the slightest perturbation of those whose interests are affected.

Speeding toward the close of our stewardship, let us break the tape clean and sharp, with all the impetus we can sustain.

Our reputation AS RAILROADMEN is at stake!

PASSENGER TRAIN PERFORMANCE

During September 88.4 per cent of the passenger trains on the roads under federal control made their runs on time or, if delayed at initial terminals, made as fast time as called for in the timetables, or faster. This is a slight improvement over August. Several regions showed substantial gains.

The following table gives the records of the various regions, covering trains which arrived on schedule time:

Region	No. of Roads	Trains Operated	No. on Time	Pct.
Eastern	Oct. 43	93,979	82,076	87.3
	Sept. 43	95,972	80,985	84.4
Allegheny	Oct. 15	77,480	68,286	88.1
	Sept. 15	77,523	68,745	88.7
Pocahontas	Oct. 3	8,923	7,897	88.5
	Sept. 3	7,648	6,460	84.5
Southern	Oct. 33	49,641	43,168	87.0
	Sept. 33	48,905	43,216	88.4
Northwestern	Oct. 15	26,274	21,288	81.0
	Sept. 15	25,372	20,431	80.5
Cent. Western.....	Oct. 24	43,091	33,224	77.1
	Sept. 24	42,312	32,412	76.6
Southwestern	Oct. 23	20,806	13,772	66.2
	Sept. 23	20,010	15,459	77.3
Average	Oct. 156	320,194	269,711	84.2
	Sept. 156	317,742	267,708	84.3

Trains which arrived on schedule time or which, if late, made their runs in schedule time or better:

Region	No. of Roads	Trains Operated	Time	Pct.
Eastern	Oct. 43	93,979	84,878	90.3
	Sept. 43	95,972	83,598	87.1
Allegheny	Oct. 15	77,480	70,882	91.5
	Sept. 15	77,523	70,700	91.2
Pocahontas	Oct. 3	8,923	8,262	92.6
	Sept. 3	7,648	6,920	90.5
Southern	Oct. 33	49,641	44,945	90.5
	Sept. 33	48,905	44,940	91.9
Northwestern	Oct. 15	26,274	22,286	84.8
Cent. Western.....	Oct. 24	43,091	36,207	84.0
	Sept. 24	42,312	35,485	83.9
Southwestern	Oct. 23	20,806	15,724	75.6
	Sept. 23	20,010	16,792	83.9
Average	Oct. 156	320,194	283,184	88.4
	Sept. 156	317,742	279,834	88.1

NEW CARS IN SERVICE

Of the total of 100,000 freight cars ordered by the Railroad Administration on May 1, 1918, but 16,636 remained to be built on November 8, and these were being constructed and put into service at the rate of over two hundred a day. By November 1 all the cars which had been completed and placed in storage on account of some of the railroad corporations refusing to accept the cars allocated to them had been stenciled and put into service, so that, from August 1 to November 8, 53,305 new freight cars

had been added to the 'railroads' rolling stock.

Construction work on this freight equipment has been retarded considerably by the strike of steel workers in a number of the car building plants.

Of the order for 1,930 locomotives placed by the Railroad Administration last year, 1,793 had been completed by November 1.

HEADS OF NATIONS SATISFIED

Handling the trains of chief executives of various nations has become an almost everyday experience of late on American railroads.

President Wilson expressed his gratification upon the splendid handling of his special train during his recent trip from coast to coast in advocacy of the League of Nations pact.

Despite President Wilson's illness making uncertain the movements of King Albert and Queen Elizabeth of Belgium, their itinerary as finally worked out was completed without the slightest friction, delay or mishap, and King Albert on numerous occasions expressed his keen satisfaction in connection with the efficiency displayed on the American roads.

Our latest distinguished guest has been the Prince of Wales, whose special train also has been handled without the slightest hitch to interfere with his program or comfort.

It really is quite a feat to transport such trains without mishap or delay, in order that the arrangements of their occupants may not be disturbed, as well as to insure their safety.

That no incident arose to mar the journeys of the president, the king or the prince is forceful evidence of the efficiency of the railroads and our railroadmen.

BAD ORDER CAR SITUATION

Since the unauthorized strikes in a number of the shops early in August, which interfered with the repairing of cars, gratifying progress has been made in connection with the bad order car situation.

Excluding cars held out of service as not worth repairing, the number of bad order cars fell from 172,270, or 6.9 per cent, on October 4, to 146,702, or 5.8 per cent, on November 1.

Including the 19,386 cars held out of service as not worth repairing, the number of bad order cars fell from 191,656 or 7.6 per cent on October 4, to 166,514, or 6.5 per cent, on November 1.

MONTHLY FINANCIAL STATEMENT

The Operating Statistics Section of the Railroad Administration has completed figures covering the financial results of operation for September for all Class I roads in federal operation. These comprise 231,993 miles of road, or 97 per cent of the total of 240,177 miles of road federally operated:

CONDENSED INCOME ACCOUNT

	Month of September 1919	1918	Amt. of increase	Pct. inc.
Op. rev.....	\$492,442,654	\$482,676,967	\$9,765,687	2.0
Op. ex.....	393,854,580	364,922,933	28,931,647	7.9
Net rev.....	98,588,074	117,754,034	*19,165,960	—
Taxes, etc.....	20,843,679	18,704,905	2,138,774	—
Net inc.....	77,744,395	99,049,129	*21,304,734	—
Op. ratio.....	80.0	75.6	4.4	—

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,352,976, so that the net profit to the government was \$3,391,419 for these properties. In this connection, however, it should be observed that the September expenses include an estimate of the increases in wages recently granted the shopmen, which are retroactive to May 1, 1919. Consequently, September expenses include \$16,000,000 applicable to the months of May to August, inclusive, and the net profit of the government for the operations applicable to the month of September was approximately \$19,000,000.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in September, 1918, include about \$9,000,000 back pay applicable to prior months, but they do not, on the other hand, reflect the increases to agents, telegraphers, trackmen, clerks, engine-men and trainmen and the recent in-

crease to shopmen referred to above, granted subsequent to September, 1918, which are included in the September, 1919, expenses.

The results for the nine months ended on September 30 were as follows:

CONDENSED INCOME ACCOUNT.

	Nine Months to Sept. 30 1919	1918	Inc. or Dec. Amount
Op. rev.....	\$3,731,186,885	\$3,500,522,249	†\$230,664,636
Op. exp.....	3,156,958,295	2,822,556,678	†\$334,401,617
Net op. rev....	574,228,590	677,965,571	*103,736,981
Taxes, etc.....	177,163,481	163,683,255	8,480,226
Net op. inc....	402,065,109	514,282,316	*112,217,207
9/12 annual rental	594,823,808	594,823,808	—
Op. loss.....	192,758,699	80,541,492	112,217,207
Op. ratio.....	84.6	80.6	4.0

*Indicates decrease.

†Indicates increase of 6.6 per cent.

‡Indicates increase of 11.8 per cent.

It must be remembered that the comparison between the nine-month periods is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918.

With a tonnage handled somewhat less than that handled in the same month of the preceding year there was, notwithstanding, an increase of almost 5 per cent in the loaded freight car miles. This emphasizes the increasing difficulty in securing the heavy car loading which was obtainable during the war, and the result is that many more cars are being required for the same amount of traffic than were necessary during the war.

FREIGHT CAR DISTRIBUTION

During the five days immediately preceding November 1, when the strike of the bituminous coal miners was initiated, the Railroad Administration loaded approximately 13,200,000 tons of bituminous coal, a considerably larger amount than had ever been loaded in a similar period in the nation's history. All through October every effort was bent toward maximum coal loading, the interests of the public being protected by most efficient work on the part of the railroads.

On November 1 the Central Coal Committee, under authority of Dr. Garfield, United States Fuel Administrator,

took charge of all coal in transit or on sidings, to be disposed of to the best advantage of the country as a whole. On the Central Coal Committee are several representatives of the Central Railroad Administration. An effective program of distribution was immediately inaugurated, so that all requirements on the part of industries and the public have been met. A great deal of coal has been allowed to remain loaded on cars ready for immediate shipment to such points as require it.

However, on account of the strike many thousands of coal cars were released, and advantage was immediately taken of this situation to increase materially the loading of lumber, road-building material and miscellaneous freight, and every effort is being made to transport grain and grain products, especially wheat which is not under cover.

A considerable number of cars used for carrying ore and coal to the steel mills, and others used in outbound freight loaded with steel products, also have been released for other uses. Movement of other commodities therefore, shows a decided gain.

Despite the disconcertment of traffic on account of conditions in the steel and mining industries and the uncertainty of their transportation requirements in the immediate future making the most effective car distribution impossible, a tremendous tonnage is being handled.

Every effort is being made to render the greatest service with the equipment available, keeping in mind the needs of the public and the requirements of the various shipping interests.

CURRENT MATTERS OF INTEREST IN RAILROAD OPERATION

In a recent address before the National Association of Railway and Utilities Commissioners, Director-General Hines touched on a number of phases of timely interest in connection with federal control of the railroads. Following are excerpts:

SPLENDID TROOP MOVEMENT SERVICE

I want to say, broadly, without at the moment undertaking to go into detail, that the railroads of the country at the present time are handling a larger business than they handled last year, and the business they handled last year was larger than the business they had handled in preceding years. They are doing that at rates which represent a lower proportion of the value of the things transported than I believe has ever been true in the past. We know from experience that the price of nearly everything has gone up far more than the cost of its production has justified, but the price of transportation has gone up in less proportion than has the cost of producing it.

In making this general reference to what the railroads have done and are undertaking to do I want to call your attention to one important part of the work which was of supreme importance during the war, which continued to have an importance far beyond what is realized, and that is the work in the movement of troops. It is hard to express adequately the scope of that work. It is difficult and I won't take time to try to analyze the various sorts of movement which had to take place in order to get troops to the points where they were sent overseas, get them back and get them home; but the fact is that in the twenty months ending with August, 1919, seven billion passenger miles of service were performed in the handling of troops in this country, and that was to a very large extent in addition to a practically normal passenger traffic, so that the inconveniences which the traveling public has sustained can to a large extent be accounted for by the fact that this perfectly enormous troop movement was going on practically all the time; it had to be moved under the most exacting conditions, and had to be given preference to whatever extent the War Department might find it proper to require. That was simply a sort of added service superimposed upon the normal

passenger travel throughout the period of federal control.

Heaviest Traffic in History

In spite of this enormous volume of traffic, the freight traffic is larger now than it was at the same time last year, and it was larger then than in preceding years, so we have a condition where we are unable to meet the demands for traffic. This has always been true in times of heavy volume of business. We have never known a busy year to go by when there was not a serious shortage of transportation in the portion of the year when the traffic was heavier, but there are some special and obvious reasons for the difficulty which now confronts the railroads in handling all the business which is being offered, and that is the inadequacy of facilities and especially of freight cars.

Increase of Facilities Retarded

A natural and very proper inquiry on the part of the public is, "If there is inadequacy of facilities, why are not more facilities provided?" The reason is that in the year or two preceding federal control the normal addition to cars and other transportation facilities were not met because prices were very high, labor was scarce and financing on the part of the railroad companies was unusually difficult.

When federal control began, it therefore began with a railroad plant that was not as large as it ought to have been to handle the business. During the first year there was a severe limitation as to the amount of material that could be taken from other war purposes to use for providing additional railroad facilities. After the most careful study it was decided that the Railroad Administration could not hope to get material for more than a hundred thousand freight cars, and that was the number ordered. Even then we found it was so difficult to get the material for these cars that very few of the cars could be constructed in 1918.

The limitations that existed prevented our ordering additional refrigerator cars or express cars, or other types of

cars which it was desirable to have. When the year 1919 began we were then confronted with a new difficulty in the way of adding to the facilities, and that was that federal control naturally was approaching its end from the time the armistice was signed. The government was not in a position, with the end of federal control in sight, to provide new government funds to acquire additional facilities beyond what had already been provided. More than that, the failure of the appropriation on the fourth of March last, which had been sought by the Railroad Administration to enable it to meet its obligations already incurred, postponed the construction of even the hundred thousand cars that had been ordered, because they could not be paid for, and the equipment companies naturally had to slow down on their production. The railroad companies were unwilling to furnish money for new equipment because of uncertainty as to their own future, so the result has been that the Railroad Administration during 1919 has not been in the position to provide any additional facilities except those which were needed, as an emergency measure, unless the railroad companies were willing to furnish the money, and the result is that at the present time the Railroad Administration has been unable to order or obtain authority to order any cars in addition to the hundred thousand that were ordered last year. So that the inadequacy of facilities, which were inadequate before federal control began and which have become increasingly inadequate since that time, principally accounts for the fact that the facilities now are not sufficient to handle all of the enormous business which is offering to the railroads of the country. And yet, even with that, we are handling more business than we did last year, and then we handled more than we ever did before.

Necessity for Early Legislation

We are in a waiting and uncertain situation with reference to the provision of transportation facilities, and it is a matter of very grave concern to

the country. I have no reason to believe that the business will not be heavy again next year, when the railroads will be back under private control and when they may find it difficult to pool their facilities and use them as fully as they can be and are used under a unified control.

Now, if this period of uncertainty and waiting shall be prolonged for any considerable length of time, the result is going to be that there can be no timely planning for facilities to handle next year's business.

In my judgment, if the legislation cannot take definite shape during the month of December, so that the railroads will know where they stand, and can begin making their plans to get the additional facilities they will undoubtedly need to handle the business of next fall, the country will be most disastrously handicapped next fall in having its business moved, so I regard that as perhaps the most compelling reason why the legislation providing for the future of the railroads shall be pushed through with the greatest expedition, and shall be adopted not later than some time in December, because unless these plans can be entered upon by the first of the new year I do not see how they can be effectively brought to a realization in time to handle the heavy business of the latter part of next summer and the following fall.

You have heard a great deal, and should, about extreme cases of increases in pay to railroad employes. In that, as in so many other things, it is the extreme cases that are dwelt upon, whereas in a matter of this sort we must look at the general situation.

I think it is a mental habit that all of us have got into—on account of my peculiar situation I suppose I have escaped it—to assume that the government's treatment of the labor question is bad because the government did it, and then assume that the government control is bad because it treated the labor movement like it did. I think I have seen a great many comments running around in a circle that way.

Undue Criticism of Labor

Now, let me say just a few words about an aspect of the labor matter.

I am aware that it is the present habit to condemn labor unsparingly. I believe this is unjust.

I have had occasion to study the labor situation with the greatest care in the last year and two-thirds. I believe most of the extreme positions which have been taken by labor have been the reaction from extreme and unjust positions which have been taken in the past by employers, and I believe, too, that a large part of the present manifestations on the part of labor are simply a part of the world-wide unrest that we see on every hand.

I think it is unfortunate for us to drift into an attitude of settled antagonism to labor, because labor is a very important part of the community, and in the long run we must find a proper *modus vivendi* whereby we can secure the proper co-operation with labor; and I believe that by patience and fair-mindedness, as well as firmness, that can be accomplished. I think it is unfortunate and not in the public interest to develop a bitter hostility on account of these manifestations at present, which I regard as temporary and which are momentary growths of the unsettled conditions which have been the result of the war.

Energetic Work in Railroad Organization

I want to say a little also on some other efforts which the Railroad Administration has made bearing upon operating costs.

I devote part of my time—and I think I expend it to very good purpose—in reading the editorials on this problem. I think I see this thought underlying a good many of these editorials—that is, the assumption that, since the United States is now temporarily operating the railroads, the agency which is doing it must be the old-fashioned sort of government bureau that we have always had in our minds as the type of agency the government employs to do things; and we probably imagine that

this old-fogey government bureau is filled with incapable office-seekers who have no concern, except to draw their pay, with their brains and their desks both covered with cobwebs.

Naturally, when we form that picture, we are driven to the conclusion that, whatever it is doing, it must be inefficient.

But that picture does not fit the Railroad Administration.

The men who have been brought into that work are alert, capable and experienced. There is not a man in the work who has sought his job. In every instance the office has hunted the man. I have not seen any signs of cobwebs. I believe, throughout, there is the most earnest desire to find ways to improve the efficiency of railroad operation. I want to give a few illustrations, which are mere types of many things that have been done.

Operating Practices Improved

At the outset of the Railroad Administration it was decided to make a careful check of the practices that obtained in the roundhouses in the handling of locomotives and in handling locomotives and terminals. A most careful study was made of that subject and it was found that there was room for very considerable improvement. Present indications are that we are saving from fifteen to twenty million dollars a year on account of improved methods in this direction.

Another matter taken up with great activity was that of fuel conservation—to get a better quality of fuel, to see that it was fired with more care, to see that greater efficiency was gotten out of it.

Railroad officers, engineers, firemen, trainmen and shopmen were interested in that work. Conferences and discussions were held all over the country, and our present belief is that we are saving from twenty to thirty millions of dollars a year on account of improvements made in our conservation of locomotive fuel, without any reference to the conservation of fuel in stationary power plants.

We undertook early in the Railroad Administration to adopt standard operating statistics, so as to bring out the various elements of railroad efficiency and so we could compare what was done on one railroad with what was done before, and what was done on one railroad with what was done on another railroad. The result is that these statistics, which had never before been developed for the railroads of the country as a whole, have been so developed that many of the railroads now get information about their own operation which they did not have before, and all the railroads now have an opportunity to compare their operations with those of other railroads, which was before impossible.

The existence of these statistics has, I believe, greatly stimulated the study of efficient practices on the part of railroad officers throughout the country.

Maintenance Supervision Systematized

Another matter: In the spring I took up the proposition that the railroads were not in position to supervise their expenditures for maintenance of way and structures, and expenditures for equipment, to the same extent and with the same success that they supervised their expenditures in the movement of trains.

The regional directors took the matter up at my request and each one held conferences with all his federal managers. They exchanged the minutes of their meetings, and the federal managers then held conferences with all their subordinates. Local committees were formed, and there has been a study of ways and means to improve the efficiency of supervision in all maintenance matters. That is where a very large part of the total operating expense is found. There has been a greater study of that phase of railroad administration than ever before and there has been a reaching out to find new units of comparison, so that each officer can see whether his subordinates are using their labor and material to the best advantage, so one operating division can be compared with another

and so there may be more efficient supervision of the men themselves. I believe that we are making very important progress in that direction.

Developing the Best Practices

Now, in all these things we do not claim any credit for novelty. The most progressive railroads had been doing things of this sort for years. But what we do claim is that we did take advantage of a very broad opportunity that was given to us to develop a similar interest on the part of all railroads, and to develop a comparative interest as between different railroads.

In addition to this we have been encouraging the interest of employes in these matters, because the employes see a great deal that can be improved upon. We are trying to encourage a situation where they will feel ready to come forward with their suggestions and criticisms, knowing that they will be welcome in doing so, instead of being criticised.

We have no doubt the most progressive railroads were doing that before, but we have tried to stimulate it still further and to make it more general. It is a matter which I think will develop only by slow degrees but I believe it will develop. I think it is bound to develop, because we must reckon with labor as an important, vital part of railroad operation. It thinks for itself and it asserts what it thinks. The more it is consulted, the more it understands what is being done, the more it feels that its views are being respected, the better the results that are going to be obtained.

Benefits Will Continue

My sincere judgment is that in all these matters I have used for illustrations as well as in a great many others, the things that have been done by the Railroad Administration simply on account of the opportunity it had and which the railroads themselves did not have before, are going to bear fruit in increasing measure for a long time to come.

In all these matters we have met a

most ready response on the part of railroad officers because they have appreciated the value of what has been suggested and have given their most hearty support in carrying forward these efforts to improve operating efficiency.

Dealing With the Railroad Corporations

We have another branch of our work, which is of supreme importance. We are charged with the task, representing the United States Government, of settling with, the railroad corporations after two years of occupation of property worth perhaps sixteen to eighteen billions of dollars, or more, and with perhaps two hundred and twenty-five or two hundred and fifty thousand miles of railroad, with all sorts of incidental properties which have been included.

You can readily appreciate the enormous responsibility and enormous difficulty that exists in the working out of a settlement of those matters.

We devised a standard form of contract which the railroad companies and the government entered into. Those contracts are necessarily complicated, because they deal with one of the most complicated of subject matters. The questions that arise under those contracts are bewildering in number and in complexity, and it will be a work of supreme importance involving hundreds of millions and even billions of dollars of government money, in working out a proper and just final settlement.

One of the most important phases of that subject is the question of the maintenance of the properties. The statute contemplates, and the standard contract provides, (that the properties shall be turned back in the condition in which they were received. But the contract also provides that the government shall be deemed to have complied with that obligation if it shall have spent upon the properties the same amount that was spent upon them during the test period of three

years, for similar purposes, making due allowance for differences in prices and wages and uses of the property. That is one of our greatest problems—to maintain the properties up to what the contract contemplates and to avoid over-maintenance. We have given it a great deal of study. We have had in many instances to cut down budgets that were proposed for railroad companies. On the other hand it has been impossible, on account of the scarcity of materials which existed during the war, to obtain for all railroads all the materials that they put on the properties during the test period. So we have an exceedingly complicated problem to deal with.

Broadly speaking, my judgment is that we shall be able to show, at the end of this year, in the aggregate, that we have spent on the property what the contract contemplates—that what we may be short in some respects has been made up in other respects. In some instances the railroads may owe the government, while in others the railroads may have something coming to them from the government. The impression, which has been disseminated to a considerable extent, that the railroads have been seriously under-maintained during federal control, is altogether erroneous, and the balance, one way or the other, will not be a large figure considering the enormous amounts involved.

Turning Back the Properties

We have another problem that is not a small one—effecting the transfer of these properties back to private control.

It takes but a moment's thought to see that it is a vastly more difficult problem than that of the government taking over these properties.

When these properties were taken over by the government, there were all sorts of different practices on the different railroads, all sorts of agreements between the different railroad companies, for joint use of particular facilities. It was perfectly easy for the government to bring in all these things

and continue to observe those different practices until it had the opportunity to establish a unified method.

But now, when the proposition is reversed and it is one of terminating the unified method and of putting back into play the old diversified methods, we have a far more difficult undertaking, and that is a thing which we must work out between now and the end of December, with the cooperation of the railroad companies. A thing which I am particularly anxious to accomplish is that this transfer back to private control, despite all the difficulties that will be involved in it, shall be made without disturbing the public service and without subjecting the traveler or the shipper to confusion or uncertainty as to how he shall conduct his business when the railroad companies resume control, which control will not be unified and may not have the uniform practices which have prevailed during government control. So that problem is one which calls for a great deal of attention.

FREIGHT SERVICE WAGE INCREASE

On November 15 it was announced that, in order to adjust an inequality in the compensation of train and engine men in slow freight service, time and one-half would be paid for the time required to make runs in excess of what would be required if an average speed of twelve and a half miles per hour were maintained, provided all arbitraries and special allowances now paid in various forms of freight train service are entirely eliminated for the railroads as a whole.

This action was taken in view of the director-general's statement in August that, while the subject of a general wage increase would not be taken up any inequalities in remuneration as between the various services performed would be adjusted, thus taking the same form as the recent increase to the shopmen.

The conclusion was reached that em-

ployes in freight train service habitually averaging less than twelve and one-half miles an hour do not get an opportunity to earn a reasonable monthly wage, as compared with employes in fast freight or passenger train service, and are under the disadvantage of spending more time away from home at their own personal expense.

For many years train and engine men have urged that time and a half should be allowed for excess time as a punitive measure to compel trains to be run at a higher average speed. The director-general, however, has decided that this step is not justifiable as a punitive measure, because, generally speaking, it is not feasible or reasonable to run economically heavy freight trains at a speed as high as twelve and a half miles an hour. The conclusion outlined in the case of those employed in slow freight service is therefore not adopted as a punitive measure but simply to enable men employed in this class of service to earn a reasonable monthly wage as compared with others in the same vocations.

It is estimated that, with the average speeds now made by the slower freight trains, the additional wage expenditure will be approximately \$3,000,000 per month. However, the effect of such wage rates will undoubtedly correct many extreme cases of trains being kept an abnormally long time upon the road, and to the extent that this condition can be so corrected the cost will be reduced.

SPLENDID SAFETY SHOWING

"This safety drive is our drive, much more so than of the railroads themselves. Therefore bear in mind that the campaign is not designed necessarily merely to prevent accidents, but rather to eliminate them. We should not merely arouse interest in this drive but enthusiasm, both individually and collectively—and the conservation of life and limb of our fellow workers should arouse the real enthusiasm of each and every member."

The foregoing is an excerpt from a

letter addressed by one of the western brotherhood lodges to its members.

That enthusiasm in connection with the National Railroad Accident Prevention Drive permeated the entire railroad fraternity is lucidly shown in the results obtained.

A decrease of 42, or 33 1/3 percent, in the number of employes killed, and of 2,731 or 53.5 percent, in the number injured, during the period of the drive, from October 18 to 31, tells the tale.

Every region strove in friendly rivalry to outdo every other region. Every railroad strove to outdo every other railroad in its percentage of decrease, and every safety committee strove to outdo every other safety committee in its accomplishments.

Many and original were the methods pursued to accomplish the desired result—a result which is not told fully in the cold statistics compiled upon the completion of the drive. Its benefits will be sustained for years in the intensified education which railroad men, individually and collectively have gained. It demonstrated what complete cooperation and consistent care can do in making more safe the railroadman's vocation.

Not alone were unsafe conditions brought to light and remedied—the drive also ferreted out unsafe persons and put into effect various processes to eliminate the dangers in which such unsafe employes might involve their fellow-workers.

The interest not only by employes but by the public at large over the entire country was remarkable. Public spirited citizens joined hands with the railroad workers whole heartedly in an endeavor to accomplish maximum results. Reflecting this spirit, the State of Indiana has incorporated in its school manual a course of study in accident prevention, while the Governor of Utah issued a proclamation designating October 18 to 31 as a state no-accident period and called upon every citizen to do his part.

Where everyone strove so heartily

everyone is to be congratulated upon the showing made. The figures detailing the results accomplished should really be construed liberally, as many factors not easily defined entered into the final figures. In our great web of railroads there are necessarily inequalities such as density of traffic, single or double track, mountainous and prairie sections, moderate and severe climates, and so forth. So much was accomplished both in known and in intangible results that there is glory sufficient for all, and by their wonderful work the railroadmen of America have added a splendid chapter to the history of the transportation industry.

It is of interest also to note what was accomplished preceding the National Railroad Accident Prevention Drive but during a period when the systematic effort for safety pervaded. During the eight months of 1919 up to September 1, 934 fewer employees were

killed and 23,531 fewer employees were injured than in the corresponding period of 1918. During the former period 128,058 unsafe conditions and 52,155 unsafe practices also were remedied.

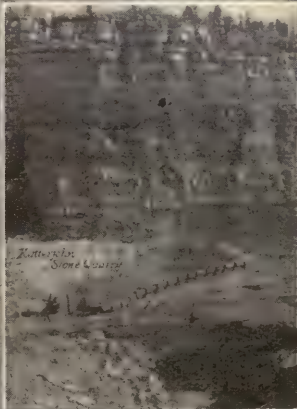
Safety work now claims the attention of a permanent active organization of 1,700 committees, consisting of 27,011 committeemen, comprising 8,730 officers and 18,251 employees, besides approximately five hundred safety supervisors or agents devoting their full time to this feature of railroad operation on the various systems.

Following in tabulated form appear the statistics of the various regions in connection with the recent drive. Encouraged by the splendid showing there made, let us all continue undiminished and unceasingly our efforts to escape injury ourselves or to cause injury to others. The regions are ranked according to their decrease in casualties per hundred men employed:

Region	Employees killed		Employees injured		Total casualties to employees		Employee casualty decrease	Casualties per 100 employees		Decrease per 100 employees
	1918	1919	1918	1919	1918	1919		1918	1919	
Northwestern	16	12	824	271	840	283	557	.299	.098	.201
Allegheny	37	11	1,250	540	1,287	551	736	.312	.125	.187
Southern	13	14	609	201	622	215	407	.233	.078	.155
Central Western	12	10	749	284	761	294	467	.238	.086	.152
Pocahontas	9	3	106	50	115	53	62	.193	.086	.107
Eastern	27	25	1,038	597	1,065	622	443	.237	.135	.102
Southwestern	12	9	526	428	538	437	101	.306	.232	.074
Total	126	84	5,102	2,371	5,228	2,455	2,773	.266	.119	.147



Industries



Princeton Ky.





Princeton

Kentucky

DOWN in Western Kentucky you can find it: In the heart of the "Pennyrile" region. It is a little city of about 5,000 people, the county seat of Caldwell county. All around it lies inexhaustible mines of coal, fuel for factories; there are Fluor Spar mines of untold riches; there are lime stone quarries that hundreds of years cannot exhaust; there are broad acres of rich, fertile soil, that the sun and the showers make to laugh and bring forth a harvest that puts to shame the output of coal mines that have made millionaires of men; there are streams of running water and little laughing brooks all over the county, and there are wonderful pastures of grass that make of this county a paradise for the stock raiser, and on "shipping" days it is a sight worth traveling miles to see sleek fat cattle being brought in to be shipped to the convenient markets of Louisville, Evansville and St. Louis.

But cattle is by no means the only product of this county, it lies in the heart of the Dark Tobacco region, and its soil produces a leaf that commands the highest price and a ready sale on all the markets. There are large tobacco handling houses here that have a capacity to take care of the six to eight million pounds of tobacco

that is raised each year by our farmers. Here in Princeton is the junction of the Louisville and Memphis branch and the Evansville and Nashville which have a capacity to handle over two hundred cars, and a management that gives the tourists especial attention. Princeton's four hotels offer accommodation to the traveling public that is equaled by no town of its size in the state.

Public Schools.

Princeton has a public school system that is not surpassed by any town of its size in the state, and recently there was voted an issue of bonds to build another school house and equip it in the most up-to-date manner.

Churches.

The churches are well represented, the different denominations worshipping here are the Baptists, Methodists, Presbyterians, Christians and Catholics. These different congregations all own their own houses of worship, free of debt, and they are all united in the one purpose of making Princeton an ideal place in which to live.

Secret Orders.

There are many secret organizations in the city, the principal ones being the Masons, the Odd Fellows and the Elks, all of whom own their own homes, and these homes truly reflect



*Business
Section*



*Princeton
Ky*



the prosperity of these orders and are a credit to the city.

Princeton Knitting Mills.

This is an industry of which Princeton is justly proud. Founded

during the period of unrest caused by the World War, it has prospered and grown far beyond the wildest dreams of its organizers. Their output is sold for a year in advance and not a day

goes by in which they do not have to turn down orders for their product.

Princeton Ice and Storage Co.

This factory makes the celebrated "Metcalfe's Pure Ice" and not only furnishes the city with all the ice it consumes but also supplies all the adjacent towns as well as the Illinois Central Railroad.

Princeton Roller Mills.

Makers of Kevil's "White Fawn"

"Poultry, Butter, Eggs, Hides, Wool, Etc."

This is the sign over the poultry house of the Davidson, Seay Adams Co. This firm gathers in all the poultry from the Tennessee line to the Green River. It dresses the most of it and ships it away in great barrels of ice, to the markets of New York, Philadelphia, Boston and Chicago. Thousands of Turkeys and tens of thousands of chickens are shipped



flour. Three mills in Western Kentucky are unable to supply the demand for this brand of flour. The business sagacity of R. U. Kevil was well demonstrated when he put this flour on the market. "Better than the best" is his motto and "White Fawn" demonstrates it.

from Princeton each year by this firm, and their business will run well over a million dollars.

Wholesale Grocery.

The wholesale grocery of A. Koltinsky was established in 1870. It has grown until it now occupies two large three story buildings besides several warehouses and the volume of busi-

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RESIDENCES, PRINCETON KY.



ness done by this firm will amount to fully three quarters of a million dollars a year.

GARAGES

Bebout-Luttrell Motor Co.

This company is the Sales Agent for Henry Ford's "Tin Lizzie's" for the

famous "Dodge" car. Their garage, which is just completed, will accommodate over one hundred cars. "Special-accommodation for the ladies" is their motto, and with this in view they have the best equipped garage in this end of the state.



Bungalows, Princeton Ky.



counties of Caldwell, Lyon and Trigg. The only thing that keeps them from being millionaires is that Henry Ford can't fill their orders. Their Garage will accommodate seventy five cars, and they are equipped to make all kinds of repairs.

Princeton Auto Sales Co.

This company is the sales agent for the

BANKS

The First National Bank of Princeton was organized September 15, 1883, with a capital stock of \$50,000. It now has a capital stock of \$150,000, a surplus fund of \$280,000 and a deposit account of one and one-half million dollars. It is on the "Roll of Honor" for national banks, which in itself is a

distinction few banks enjoy, there being but eight in the state of Kentucky and less than two thousand in the entire United States.

The Farmers National Bank was organized in 1898 with a capital of \$25,000. It now has a capital of \$50,000 and a deposit account of over three

The town is looking for them and its people will encourage them. There are good sites here on which factories can locate. Within a radius of twenty-five miles there are fifty coal mines, fuel is cheap, freight rates are low, property can be bought at reasonable figures, rents are far from excessive, and the



Residential Streets, Princeton Ky.



hundred thousand dollars. It is well and conservatively managed and ranks high among the financial institutions in this end of the state.

In conclusion let us tell you what Princeton needs. It needs factories.

cost of living is cheap indeed when compared with living in the cities. The Princeton Commercial Club would be glad to hear from any one seeking a location. Write M. J. Groom, secretary, Princeton, Ky.

Purchasing & Supply Department

Scrap

Its Value to the Railroad and Methods of Handling and Reclamation

By L. L. King, Assistant General Storekeeper, Memphis, Tennessee

THE intent of this article through the Magazine, to all employes primarily, is to familiarize them with the value of scrap to the Railroad, and briefly describe methods in vogue of assorting and handling, also work done in way of reclaiming and putting back into service everything possible.

To the average employe, the value of scrap sales for a System such as the Illinois Central and Yazoo & Mississippi Valley Railroads has no doubt never occurred, and it should be interesting to learn that these Roads realize annually approximately \$3,100,000 on all such material sold.

It should be remembered that these figures are made up from all kinds of scrap material turned in, ranging in weight from one ounce up to tons, and not only gathered in from scrap docks, large shops and yard lavouts, but from almost every foot of waylands along the 6,163 miles of track belonging to these Railroads. The reader can, therefore, see the urgent necessity for not passing by any scrap, regardless of size or weight, and he should not only pick it up or lay it aside, but insist on every fellow employe doing likewise, who may have been in the habit of kicking it into the weeds or perhaps throwing it into the barrow pits on waylands, rather than troubling himself with caring for it and turning it into the proper course for final disposition.

Origin of Scrap.

The work of assembling, of course,

is usually carried out by section men, who pass over their sections almost daily, and shop employes engaged in extensive repairs to locomotives and cars. Scrap material is oftentimes not all assembled as it should be, and frequently items are found left in cars, which, if not discovered, might be sent out on line and the scrap lost entirely insofar as the Railroads are concerned.

The same condition also applies to new or serviceable second-hand items such as nails, screws, bolts, etc., drawn from stock, that some employe may inadvertently leave in cars repaired. These items are very expensive and an employe interested in the welfare of the Company he represents, will make it a practice to go over such cars carefully before leaving yards, to see that all serviceable and scrap material are removed and turned over to the proper party for handling.

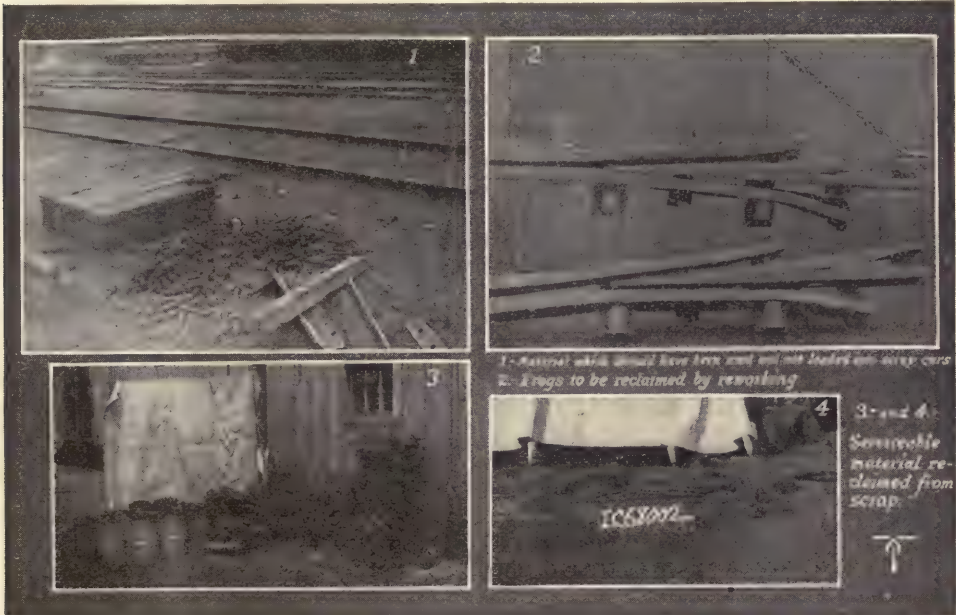
From the Roadway scrap picked up and delivered to tool houses, the section men should reclaim all good spikes, track bolts, rail joints, etc., which can be used by the Road Department, and the expense of loading and hauling to Scrap Dock at Division headquarters avoided. This also applies to Mechanical scrap at outside points, as well as shop repair yards. All scrap, of course, is being closely inspected at all scrap docks on the Railroad before being loaded to the market, but a close surveillance by the Foreman at yards, etc., where picked up, will eliminate extra

handling costs and prevent tons of serviceable material reaching Scrap Dock that later on will have to be carted back to them for use.

When cars are loaded with scrap on Line of Road, or from outside points for Division headquarters, extreme care should be taken to see that they are always weighed light prior to loading—properly stencilled—loaded to capacity as nearly as possible, and in such a way as will cause the minimum cost of handling upon arrival at destination. The maximum loading of cars with all ma-

equipped with air hammers, electric shears, etc., with sufficient bins provided to properly classify scrap according to classification.

At these points regular Scrap Foremen are employed with sufficient force to handle all scrap coming in from one of more Divisions, as well as that accumulated from the immediate shops, and, needless to say, good results are being obtained by local classification and frequently direct sales made to scrap dealers, which avoid long hauls to the General Storehouse and tend to eliminate



terials, has, of course, been promulgated for years, and the good evidenced therefrom is always noticeable in reduction of cars used from time to time.

The Storekeeper being the one who is called upon to assort scrap preparatory to turning over to the market or forwarding to the General Storehouse in some cases for ultimate handling, is naturally the greatest advocate for a large or spacious scrap dock, equipped with mechanical devices for properly preparing the scrap according to the Government classifications now in use. Fortunately, some of the larger points have recently been given new docks,

congestion of cars and scrap at the General Scrap Docks. It is necessary, however, that Foremen passing on scrap for sale direct, be familiar with every piece of scrap handled and know definitely how it should be cut apart, and its proper classification to secure highest price and avoid claims from purchasers when car reaches destination. When the latter condition occurs, it involves an expense to the Railroad in sending representative to adjust, otherwise they are compelled to accept the complaint registered as proper.

Reclamation.

When a car of scrap material arrives

at the Scrap Dock the first thing done by the Foreman in charge is to satisfy himself that the proper credits have been given the Division or Shop originating the scrap. This done, the next thing is to start unloading, classifying and separating the usable materials from that requiring further attention before being sent to the Storehouse material yards.

These operations, of course, require the closest attention of the Scrap Foreman, who sees to it that every pound of scrap is properly classified and placed in the bins, where same is held until a car, or partial carload, is accumulated, after which it may be loaded and sold according to instructions. All material requiring attention to make it serviceable is piled separately and the work of reclamation is usually immediately started.

The following is a brief description of work carried in at various Shops in the way of reclamation, the value of which averages annually on the System a saving of thousands of dollars:

Nuts—Hexagon, Square and Track: All nuts received on rods, bolts, etc., are removed by machines constructed for that purpose. These machines are usually made from a portable air drill properly placed with a sliding shaft or coupling for holding any size nut. A number of old bolt machines are also used for this purpose, by reversing the gears, and are giving excellent service. Nuts received are usually rattled to remove rust, then inspected and gauged. If satisfactory for use according to gauge, they are retapped, if necessary, and separated as to sizes, placed in kegs and returned to Store for issuance. It should be noted that track bolt nuts are handled through this process and after retapped are used in repairing equipment, or otherwise.

Bolts: Carriage and machine bolts received are examined closely and those of proper lengths are usually sent immediately to threading machine, especially when threads are bad. Others are sent to shear for cutting into standard lengths, after which they are threaded and sent to Storehouse material bins, where they are held until needed. These bolts, of course, are straightened by aid

of an air hammer on dock when necessary, at a little expense.

Bar Iron: All serviceable bar iron received is usually straightened under air hammer and sent to shears for cutting to lengths suitable for use. Later this iron is worked up in the Blacksmith shop into car bolts, car forgings, or for any other purpose required.

Washer, Split Keys, Etc.: All washers are separated according to sizes, as are all cotters, split keys, etc., then placed in kegs and sent to Storehouse for issuance. Scrap locomotive flues are flattened under steam hammer and cut up into washers and split keys, by use of special dies. A large percentage of this material is thus obtained and purchases held down to a comparatively small amount. Any number of these flues are also flattened and used in lieu of bar iron for reinforcement straps on box cars. This item involves quite a saving.

Brake Beams: All brake beams received are examined carefully and good parts from the standard ones removed and used in connection with repairs to others. The usual repairs consist of application of new heads, fulcrums, or perhaps a truss rod. Some Shops are almost selfsustaining in taking care of their needs by this class of work, which is extremely simple.

Car Couplers and Yokes: Couplers received are examined and those unfit for further use equipped with yokes, are delivered to Blacksmith shop where the yokes are detached, usually by the aid of a specially constructed die used on forging machine. This is done by one operation of the machine. Couplers are oftentimes repaired by electric or acetylene welding effecting a big saving in couplers at a very small cost. Scrap yokes removed are usually cut into carrier irons, or worked into other forgings required.

Springs: All springs are examined closely and the elliptic style is generally repaired at Burnside Shop, where the necessary new leaves are applied, bands tightened, etc. A large percentage of the helical springs are used locally by being worked up into chisels, steel bars,

etc., for workmen. Considerable saving is made in this respect by curtailing purchases of new steel for such tools.

Electric and Acetylene Welding Outfits: It is hardly possible to give an outline of all work done in way of reclaiming material by these welding machines, as the scope is entirely too broad. Any amount of reclaiming and repairing of material is done at all Shops and Storehouses, in reclamation plants and frequently to material on equipment. The following is a brief synopsis of the more expensive items reclaimed by this process, the value of which represents on the Systems a saving of thousands of dollars:

Locomotive cylinders rewelded,
Couplers and knuckles repaired,
Truck bolsters repaired,
Engine decks welded,
Journal boxes and truck pedestals welded.

Brake heads repaired,
Railroad crossings, track frogs and switch points built up and made serviceable.

As stated at the outset, it was the intent of this article to show the value of scrap material accumulated, which is certainly an asset to the Railroad, and solicit in a general way the co-operation of every employe interested in having it assembled and turned in for credit.

The explanation given insofar as reclaiming and reworking this material is concerned, is somewhat perfunctory, but shows generally what is being done and the urgent necessity of having some place designated to pick it over, to avoid serviceable items which can be used by the Company reaching the scrap dealers.

The spirit prevailing, which is particularly on Line of Road, that "there is a scrap dock at Division headquarters for handling all scrap, etc.," should be dismissed from the minds of all as much as possible. The fact, of course, is true, but the expense incurred in loading good material and hauling it a hundred miles or so to headquarters, where it can be picked over and then returned, not only incurs added labor charges, but deprives the Railroad of the use of a number of cars within the period of a year and decreases the freight revenue accordingly.

It, therefore, behooves all to give the entire matter of ordering materials and handling of scrap their undivided attention, that the best results may be obtained. Employes ordering material should know definitely prior to approving requisitions, that it is required, will be used when received, and when it eventually becomes scrap, to see that it is returned through the proper channels, that the Railroad's revenue may be increased accordingly.

Things We Should and Should Not Do

Be Cheerful—it helps some.

Why not boost your organization—speak of each member of it as the best on the System? He'll try to live up to it, and the result is obvious.

Get away from the thought of—"How much can I get?" and ask yourself the question: "What do I do for what I am getting?"

You will want that electric fan again next summer. Why not see that it is properly stored and cared for during the winter months?

Make your job a part of yourself! Try to know more about it than anyone else and soon you will be qualified to break in your successor.

Don't waste the stenographer's time; it represents dollars and cents to the company. Have your correspondence sorted, the files which you need at hand, and be fully decided how you are going to handle those "tough ones" before you begin to dictate.

Don't be afraid to ventilate. Cold, fresh air is far more beneficial than

that hot, stale stuff. With very little expense and trouble, ventilators can be provided so that the air in the office will continually be removed, without a draft hitting anyone. A stuffy atmosphere impedes mental and physical activity. Fresh air is Nature's own energizer.

There was once a young fellow who never washed his hands after lunch until the whistle had blown. When business fell off and things got slack, he was the first one to get his time. If an employe has the company's interests at heart, he won't be afraid of giving too "good measure" as far as his time and efforts are concerned, and that's what wins.

Do you know that the interest on a million dollar's worth of dead stock would keep seventy-two laborers working the year round?

When you clean up for any reason, why throw good material into scrap? It only has to be sorted and returned to stock. Sorting and rehandling costs money.

Who wouldn't pick up a quarter or half a dollar when he saw it on the

street? Yet employes will often pass up good material which has been left after a job has been completed. Great care is taken in the stacking and caring for money in a bank, but its equivalent in material on hand is often lost sight of. Your housing and caring for material represents your bank, through which is handled a considerable amount of material during a year. Why not keep it neat and orderly, so you can watch the investment?

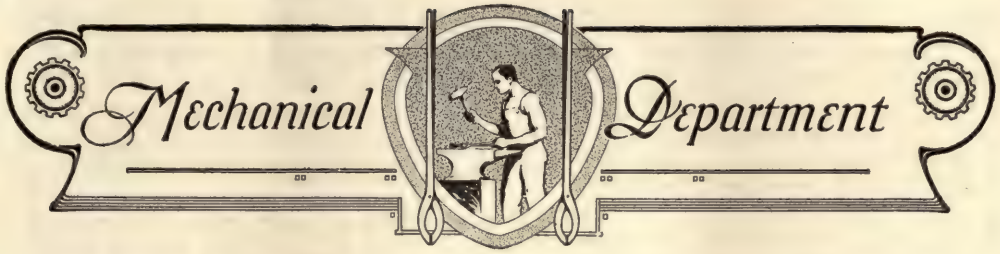
Those awnings should be taken down and stored in a dry place just as soon as you discontinue lowering them each day. If allowed to remain on the windows any length of time after the close of the season when there is need of them, the rain and wind causes them to deteriorate rapidly. With the proper care of awnings, many summers' service can be gotten from them without renewal.

Do not build in alibis. They are demonstrations of weakness and the weapons of slackers!

MERRY CHRISTMAS TO ALL.

Goodbye—will see you in the January issue.





Saving Coal

By V. U. Powell, M. M., Illinois Division

The way to save coal is to close the avenues of waste. So much has been said upon this subject that a party on his way to the fuel cars was heard to pass a remark about the "damned coal." This young man got the bull by the wrong horn—it is the "undamned coal" that is ever under discussion.

Economy in the use of fuel is paramount to any of the issues confronting railroads, not only at this time, but at all times, as it is one of the largest items of expense entering into the costs of operation. Viewed from all angles, one finds many elements to be considered, conditions which must be analyzed, methods perhaps changed. To do this, one should follow the carload from the mine to its final resting place, the ashpit, and note what happens to it in its journeyings. In this way, one might gain a fairly comprehensive idea of the extravagant practices that exist amongst the companions of "old King Coal." A steady and persistent campaign against these extravagances has been on for some time and a great deal of good has resulted but undoubtedly, much more can be accomplished.

We cannot salvage the coal that leaks or is pilfered enroute nor that which rolls from the cars or engine tenders along the waylands. The way to salvage that portion is to furnish tight cars and prevent the overloading of cars and tenders. This latter item of waste is receiving a great deal of attention but is not yet fully corrected. The main terminals where engines are

coaled are watched closely but at the intermediate coaling stations, the habit of overloading tanks still lingers.

The idea prevails in many quarters that fuel conservation rests solely on the enginemen as they were the ones who disposed of it after it was placed on tenders. They are and always will be, potent factors in the final results, but not to the exclusion of other elements that cause waste.

If the engine is properly handled by enginemen there need be but little coal wasted, but proper handling is a broad term, interpreted differently by individuals. What some might believe to be proper handling, others would call abuse, and these latter are the real coal savers.

In many instances, not enough thought is given to the position of the throttle, the reverse lever, and the water ram, and these three in indifferent hands will wreck any record for economy that other good practices might establish for employes in engine service.

Properly handled, an engine which is not in the best of condition by reason of being old and about ready for shopping will make sufficient steam to handle a train and give good service. Improperly handled, the reverse occurs and the engine fails in steam.

A poor steaming engine is a drawback to operation, a curse to the roundhouse organization and a hog on coal. Having had charge of a locomotive, I am ready to sponsor the assertion that

there are about as many enginemen that don't steam as there are engines that don't steam and bear my portion of the criticism along with the best of them. Care in working the engine only as hard as necessary to do the work will save fuel in reducing the amount of water evaporated. Care in handling the injectors will reduce the amount of coal required to generate steam. Care in firing will eliminate the waste due to engines blowing off and when the engine crews work consistently along these lines the economies which are fairly expected of them have been accomplished.

Engines should, of course, be turned out of roundhouses with clean flues, crown bolts, cleaned of clinkers, and grates clean and properly fitted. This, together with draft appliances in proper condition and front ends tight is the responsibility devolving upon the roundhouse organization, and is a fair start towards the goal of conservation. With this encouragement at the start, the engine crew is apt to be imbued with the same spirit.

There has been considerable waste in firing up engines at roundhouses which I believe can be traced back to the plan of using oil for ignition, which was adopted some years ago and which necessitated a radical departure from the method in effect when wood was used for this purpose. With oil ignition, it is necessary to cover the grates with coal first, and much of the finer coal finds its way into the ashpan where it is consumed without generating any steam or is dumped along with the

ashes and lost as a heat agent. Within the past year and a half, this coal is saved but at quite an expense of labor.

A test was made sometime ago which disclosed the fact that by reason of covering grates with coal first, a quantity of coal varying from 50 to more than a hundred pounds of coal fell to the ashpan, which required extra labor to recover. It was found at this time by another test that when wood was used, and the old practice of placing wood on the grates first before coal was applied that but very little of the coal fell through—not as much as ten pounds at the most. I am of the opinion that this latter method is the most economical as well as practicable and should be adopted wherever wood is used.

The practice of saving the heat in boilers of locomotives by covering the stacks of such as do not require to be blown off for washout or boiler work will result in saving many pounds of coal in raising steam pressure, sufficient to dispatch the engine. By educating the fire-up men and hostlers to conserve as far as possible in preparing and caring for newly-fired engines, one avenue of waste will be guarded.

Our comparison with other railroads along the lines of coal consumption are favorable, and the favorable results accomplished so far should act as a stimulus for renewed effort.

We have a class of power and a class of men, which together, can make still further reduction in our fuel bill if the best efforts of all are exerted, to do it.

To All Members of the 13th Engineers, U. S. Army

A dinner-dance will be given by the "Trezieme Club" of the 13th Engineers, on the 9th floor of the Hamilton Club, 20 South Dearborn Street, Chicago, December 20th, 1919.

Mess call will sound at 6:30 P. M., and you will be expected there at that hour with your "cherie," wife or sweetheart. It

will not be necessary to bring your mess kit—they will be furnished for \$2.50 apiece.

Make reservations by return mail to E. J. Carr, Secretary, 5215 Kimbark Avenue, or J. A. Castagnino, Treasurer, Room 1118, 29 South LaSalle Street, Chicago.

DANCE COMMITTEE.

FREIGHT TRAFFIC

DEPARTMENT



The Telephone—Its Use and Abuse

By C. A. Stang, Chief Clerk, General Freight Department, New Orleans, La.

INVENTED some thirty-five years ago, the telephone has evolved from the experimental stage to a point where it is absolutely essential in the business world. Unfortunately, the art (if it may be so designated) of telephoning has not developed to the same high state of efficiency.

Many users of the telephone while extremely courteous in personal intercourse with their fellowmen, for some unknown reason, do not always display that same characteristic when required to substitute telephonic for direct conversation. The lack of cordiality and failure to promptly attend to a telephone transaction in many cases is due to perhaps the fact that the party summoned feels that his dealings are more or less impersonal.

If all connected with the Illinois Central R. R.—Yazoo & Mississippi Valley R. R. could be impressed with the importance of exercising as much courtesy and promptness in the handling of telephonic correspondence as they do in their every-day dealings, there is no gain-saying the fact that the list of satisfied patrons and customers would be considerably increased.

This article is not intended to unjustly criticize anyone, but it is nevertheless true that there is a tendency to grow irritable when called upon to drop

some intricate proposition and answer telephone. While this may be a human failing, it offers no excuse for making some innocent party the victim of one's discourtesy. No good purpose is ever served by such handling of the telephone as the information must eventually be furnished and it very often happens that the good will of the patron is lost.

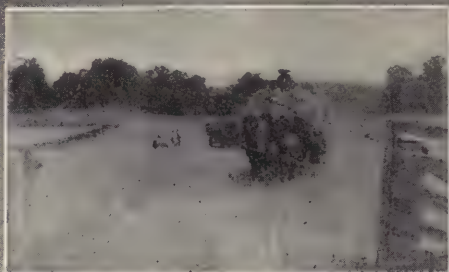
The Scriptural injunction "a soft answer turneth away wrath" is equally applicable in the use of the telephone as it is in ordinary verbal relations. Experience has demonstrated that the application of this principle has many times resulted in the satisfactory handling of patrons who were apparently very much exercised over some real or fancied grievance.

By a courteous response to a telephone call and keeping cool, calm and soft voiced while the party on the other end is stating his troubles, the employee displays diplomacy which materially assists in a satisfactory solution of the complaint; and this satisfactory solution necessarily rebounds to the good of the carrier whose interest is identical with that of the employee.

By constantly keeping in mind that it is sometimes necessary to secure information from others over the telephone, the chagrin occasioned not only by the delay in answering calls but the brusque

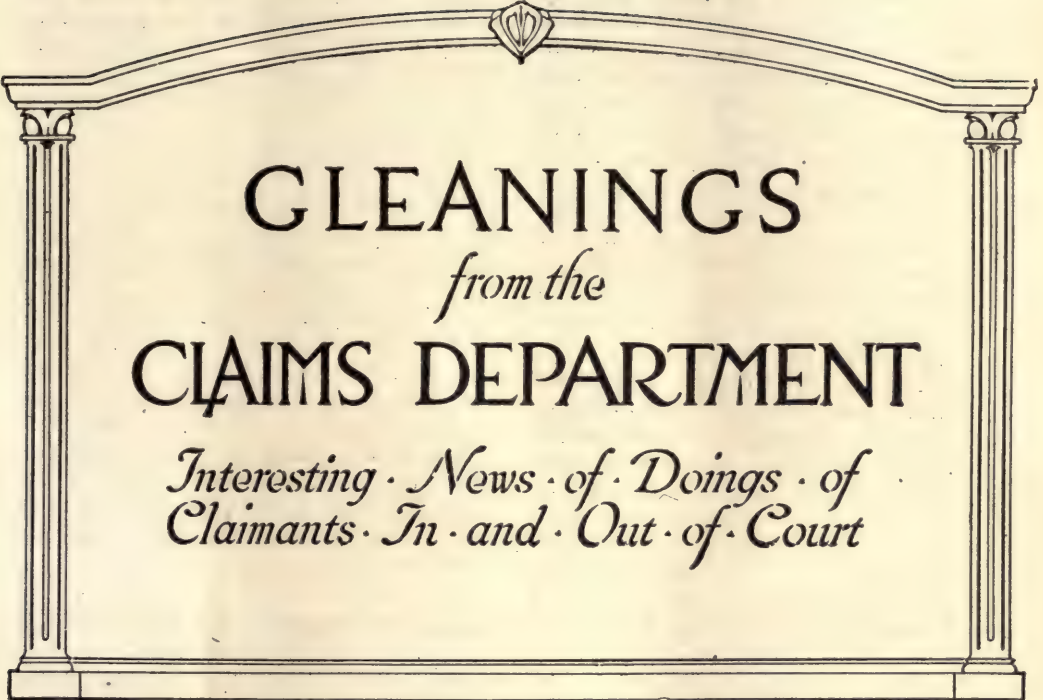
manner in which inquiries are met, it will not prove difficult "to do unto others as you would have others do unto you" and incidentally bring about

a better understanding with the shipping public to whom the carrier must sell its one and only commodity—TRANSPORTATION.



Princeton, Kentucky.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Chasing a Pot of Gold at the End of a Rainbow

Trial of Mr. Phelan's Suit for \$75,000 Against the Illinois Central for Loss of Both Legs at Dubuque, Ia., Results in Failure of Jury to Agree

Mr. James Phelan, a prominent citizen of Fort Dodge, Ia., sustained the loss of both legs and a portion of his right hand while attempting to cross the railroad tracks at Second Street crossing, Dubuque, Ia., about 8:20 P. M., March 29, 1919. He was knocked down and run over by a cut of three cars being shoved by a switch engine. He survived the serious injuries. About a month after the accident occurred, suit was filed by Mr. Phelan in the United States District Court at Fort Dodge for \$75,000. It was alleged that the Director General, who was operating the Railroad, was negligent in that the cars were shoved across Second Street crossing on the night in question without any warning of their approach, or without anyone riding the advanc-

ing end, and that the cars were running at a high and dangerous rate of speed. Many other charges of negligence were made. The Railroad denied these charges, claiming that Mr. Phelan was injured through his own negligence in attempting to walk around the end of the advancing car of the cut of cars which partly obstructed the crossing.

On April 10, 1919, before the suit was filed, a representative of the Claim Department called on Mr. Phelan for the purpose of obtaining from him a statement as to the manner in which he was injured, and also with the view of suggesting to him the inadvisability of employing attorneys until after the Railroad had completed its investigation of the accident. It was thought that an amicable adjustment

of the claim might be made directly between Mr. Phelan and the Railroad after the investigation had been completed, and that in that case no suit would be necessary, and this was suggested to Mr. Phelan. He was also told that the Railroad would pay as much direct to him as it would pay through attorneys. This good advice was disregarded, and suit was filed a few days after the visit of the representative of the Claim Department.

The trial of the case was concluded at Fort Dodge on the 20th ult. Just before the trial was begun, a substantial offer of compromise was made to Mr. Phelan through his attorneys, which was refused. Mr. Phelan was bent on having a law suit. He had it. The jury remained out about twenty-two hours and was unable to agree and was discharged by the court. It was reported that the jury on first ballot stood seven to five in favor of the Railroad.

During the trial of the case, Mr. Phelan testified that he recalled the time when the representative of the Claim Department called on him at the hospital, but that it was necessary for him to ring for the nurse and have this representative put out of the room. Mr. Phelan's attending physician and a court reporter, who were present testified that this was not a fact.

Able counsel at Fort Dodge represented Mr. Phelan, and the trial of the case attracted much attention, inasmuch as Mr. Phelan is well known there, having at one time been a member of the City Council. At the time of the accident, however, he was a traveling salesman for the Cartiff-Gypsum Company.

The old, old story of chasing a pot of gold at the end of a rainbow is oftentimes illustrated in these personal injury cases against railroads. Mr. Phelan was shown every courtesy by the representatives of the Railroad, beginning with the fireman of the engine, who, immediately after the accident, bound his limbs with an impro-

vised tourniquet. Later he was attended by the Railroad's surgeon, formerly Major in the U. S. Army. It is believed the fine surgical attention which Mr. Phelan received saved his life.

Mr. Phelan's case is characteristic of a good many which occur annually on large railway systems. He unfortunately sustained a horrible injury and there was much sympathy felt for him. The members of the switching crew handling the cut of cars that ran over him sympathized with him perhaps as much as anyone else outside of his immediate family, and the officers of the railroad always regret these unfortunate accidents, and when one occurs, they immediately check it up carefully and investigate it with the view of trying to prevent a similar accident.

LAND OF MAKE-BELIEVE GETS HIS GOAT.

The editor of this Department of the magazine is in receipt of a program entitled, "The Jollies of 1920. From Ragtime to Grand Opera and Back Again." The scene of the performance was at the "winter home of Mr. C. D. Cary, Palm Beach, Fla." However, the performance took place at Kankakee, Ill., on the 11th ult. Mr. Cary did not send out copies of the program until after the performance had taken place. It is therefore presumed that he thought the show was going to be pretty rotten and did not care to have any of his railroad friends from Chicago present. The program indicates that Mr. Cary was pretty much the whole show, although there were some dozens of others in the cast. Mr. Cary acted as the interlocutor. The principal comedians were Frank Pearlman, Bob Schafer, Barney Adelman, Morgan Jackson, Howard Topping, George White, Pete Schafer and Harry Thompson. The musical numbers were as follows:

"You Ain't Heard Nothin' Yet."

"I Know What It Means to Be Lonesome."

"I Wasn't Scared."
 "Your Eyes Have Told Me So."
 "Emma Lee."
 "Tell Me."
 "The wedding March in Ragtime."

There were also "a few remarks" by C. D. Cary. His friends in the Claim Department and on the railroad know about what they were.

The funny part about Mr. Cary's shows down at Kankakee is that we always hear of them after they take place and never before they take place. The scene "Winter Home of Mr. C. D. Cary, Palm Beach, Fla.," must have made a real impression upon Mr. Cary, because a short time after the performance took place at Kankakee he applied for a four months' vacation commencing January 1st. When asked what he intended to do, his reply was that he was going to Florida for the winter. He intends to turn "Mr. Cary's Winter Home in Florida," into a reality.

WOULD NOT MAKE A CLAIM AGAINST THE RAILROAD

On the night of October 12th a splendid Jersey cow belonging to Thomas Overcast, a farmer residing near Union City, Tenn., was struck and killed by an unknown northbound train near Gibbs. It was, of course, expected that the usual claim would be presented, but the owner in this case turned out to be the exception. He stated to the Claim Agent that the cow was suffering with what is called "mad itch" and that he was satisfied from the appearance of the fence around the lot in which the cow was inclosed that the cow, in her suffering, broke through the fence and got out and thus got upon the railroad track. Under these circumstances, Mr. Overcast did not think the Railroad was to blame for the killing of his cow, and although the cow was a valuable one, he preferred to stand all of the loss himself.

AN HONEST MAN

Last September Claim Agent Cary made a settlement with Switchman Neal Canaday, of Champaign, Ill., for

a slight injury Mr. Canaday sustained during the course of his employment. The amount paid was \$25.00. During the latter part of October Mr. Cary received a letter from Mr. Canaday, with a check enclosed for \$5.00. Mr. Canaday's letter is given in full below:

Champaign, Ill., October 25, 1919.
 Mr. Charles D. Cary,
 Claim Agent.

Dear Sir:

Enclosed you will find a check for \$5.00, which I have wrongfully taken and wish to return to the Company. The agreement we made was for \$20.00 instead of \$25.00. Therefore, I think it my duty as a Christian man to return this \$5.00. Hoping you will return this to the Treasury accompanied by an explanation, I am,

Yours truly,
 Neal Canaday.

MAN'S DUTY TO HIMSELF AND FAMILY

If you are a worker in a hazardous occupation just remember, please, that your immunity against a possibly fatal accident depends largely on yourself, instead of chafing under the restrictive orders imposed by the management to insure industrial safety, recognize that these orders are issued for your good. Try honestly to obey them, not meanly to evade them.

You are perfectly willing, you say, to take chances so far as your safety is concerned. You owe it to your family not to take chances. You owe it to your fellow workers, who may be seriously imperiled if you are careless or reckless.

Make a conscientious study of the special risks your occupation involves and the means whereby you may minimize these. Attend faithfully and alertly any accident prevention classes that may be held in your place of work. If your employer has not organized such classes—as all employers should—exchange observations and experiences with your associates. In every way co-operate to make safety devices and safety measures really mean safety. Keep constantly in mind the old adage, "Familiarity breeds

contempt." Do not allow your familiarity with the special dangers of your work to breed a risk-running contempt for them.

Another thing. The more dangerous your occupation the greater your need for keeping in first class physical shape. Experience teaches that the men most liable to industrial accidents are men in a "run down" condition, or physically exhausted from any cause. The poisons of fatigue affect all the faculties, causing slips, missteps, errors of judgment, that may have disastrous consequences. Whether at work, then, or away from work, do not lapse into unhygienic habits. Go to bed at a reasonable hour every night. Eat really nourishing food. Choose healthful, not health impairing, recreations. Above all, beware of amusements that may mean an excessive, debilitating waste of nervous energy.

One evening's so called fun, in the way of dissipation, may be followed by so profound a loss of attention power and of muscular co-ordination as to make an accident almost inevitable.

It is impossible to give statistics, but it is certain that an enormous number of industrial workers are maimed, crippled or killed outright as a result of over strenuous, perhaps positively vicious pleasure seeking that has been followed by an accident-inviting drowsiness during the next day's work.

To be sure, no matter how prudent you may be, no matter how conscientious, an accident of some sort may befall you. But the likelihood of its befalling you is obviously lessened in proportion to the zeal with which you live up to the principle of "safety first."

That is the important thing for you to remember.—H. Addington Bruce in *Chicago Daily News*.

"SENTENCED" TO LEARN ENGLISH

Joseph Witowicz, 1363 Sloan Street, an emlove of Selz, Schwab & Co., who came from Lithuania nine years ago, was "sentenced" recently by Judge Michael L. McKinley in the Superior Court to learn English by July 1.

A jury had been selected to hear evidence in Witowicz's suit for \$10,000 damages from the Mowbray & Robinson Company and Peter Tanrath, a truck driver employed by that concern, for injuries received in an automobile accident in 1916, when the plaintiff's attorney, Stuart B. Krohn, asked for an interpreter.

"This man doesn't need an interpreter," Judge McKinley said. "He needs a school teacher, and I am going to give him a chance to get one. This case will be continued until July 1 to allow him to learn English. If he makes enough progress by that time the case will be heard, otherwise it will be continued again and again until he is able to speak our language.

"This man has applied for his first papers, but has never taken out his final papers. He wants all the benefits accorded a citizen, yet he doesn't bother to learn the language or to take enough interest in the country and its institutions to understand them. He has been sending his money back to his wife and child, who are still in Lithuania. I have no patience with a man of his type."—*Chicago Daily Law Bulletin*, November 13, 1919.

DUROC HOG MAKES TROUBLE

Mr. W. E. Still, a prosperous and influential citizen of Tate County, Miss., is a breeder of fine Duroc hogs. Last March one of his young sows strayed onto the waylands of the Railroad and was killed.

The circumstances under which the sow was killed were such that the Claim Agent did not feel that a claim was just, but with a view of maintaining that good feeling which should exist between the Railroad and its neighbors and patrons offered to stand a large part of the loss occasioned by this accident; the claimant disdaining to make any concessions, filed suit for the hog, bringing his action in the J. P. Court, where he obtained a verdict.

From the verdict of the Justice of the Peace, an appeal was taken to the Circuit Court, and in order to properly de-

fend the action, it was necessary to have present the engineer and section foreman; the actual time involved in trying the case was not to exceed thirty minutes, at the expiration of which time the court instructed the jury that the plaintiff had no case and it was their duty to return a verdict for the defendant, which of course they did.

The engineer lost two days from his work, the section foreman lost one day, and the time of the court was taken up with a case which resulted in the plaintiff losing what the Railroad had offered in compromise before he filed suit, plus the expenses incurred in court costs. The Railroad lost the wages of the engineer for two days, the section foreman for one day, and their expenses, which amounted to just about what was offered Mr. Still for his claim. In other words both the plaintiff and the Railroad came out loser in the transaction.

The only thing gained is the knowledge that there is a growing sentiment in Tate County, Miss., against unjust claims against the Railroad. Only a few terms ago in this county, a similar result was obtained in a suit for stock killed, where the Railroad had offered \$780 in settlement of the claim.

HUNDREDS DIE USELESSLY

In nineteen months of war 50,150 American soldiers were killed. In the same period 126,654 civilians died in accidents which occurred on the streets, in the homes, and in the industrial plants of the United States—an average of 220 a day. Of these it has been absolutely demonstrated that three-fourths could have been prevented by standardized safety measures.

These points were driven home to some 700 representatives of industrial plants in the Chicago district in an address by C. W. Price, general manager of the local branch of the National Safety Council, at a luncheon in the Terrace Garden of the Morrison hotel under the auspices of the civic industrial committee of the Association of Commerce.

"The institution of standardized

safety methods in industrial plants can be accomplished with little expense, and brings large returns to the employer of labor, not only in a humanitarian way, but in increased efficiency, production and actual money dividends," said Mr. Price.

He then stated that it has been shown where educational safety campaigns have been tried in industries that two-thirds of the accidents can be eliminated by education and organization; that only one-third of prevention is accomplished by mechanical and safety appliances.

"The railroads, the United States Steel corporation and the coal mining companies have been pioneers in this sort of work," he continued. "In five years the railroads reduced the deaths and injuries to passengers 50 per cent and to train operators 47 per cent. In 1918, 302 of the railroads, carrying 581,652,000 passengers, were able to report not one passenger killed. The steel corporation and the coal mines now have the most rigid safety first rules and have made notable advancements along these lines."—*Chicago Daily News*, November 6, 1919.

THE GRAVLEE SUIT

On September 1, 1918, a Chevrolet automobile, driven by Dow Gravlee, of Dora, Ala., was struck on public crossing near Wyatt, Ala., by Illinois Central train No. 9, resulting in serious personal injuries to Mr. Gravlee and the demolishing of his automobile. Very soon after the accident occurred, suit was filed against the Illinois Central Railroad and the Director General in the Federal Court at Birmingham for \$50,000 damages. The first trial of the case in March, 1919, resulted in a mistrial. In the following September, the case was tried again and the jury brought in a verdict against the Railroad in the sum of \$5,000. A motion for a new trial was promptly made by the attorneys for the Railroad and within a few days thereafter, Judge Grubbs granted the motion, setting aside the verdict for \$5,000.

The star witness for Mr. Gravlee got

badly mussed up. In the first trial he testified very damagely against the Railroad. He testified that he saw the accident and that the train crew was guilty of every kind of negligence that it could possibly have been guilty of. At the next trial it developed that this star witness did not see the accident at all, but was met by some reputable people a mile and a half away from the scene of the accident and they gave him his first information of the accident, and they so testified in court.

DEATH AT THE WHEEL.

In emphasizing the great number of deaths and injuries caused by motor accidents, *The Chicago Tribune* is trying to bring home to the average motorist that a great majority of mishaps are the result of carelessness.

It is an aphorism that an automobilist must not only watch himself but the other fellow as well. Drivers often are victims of their own negligence. Far too often they are the victims of the carelessness of others. And this is as true of pedestrians as motorists.

Too many pedestrians fail to observe the simple precaution of "stop, look, and listen." Too many pedestrians insist upon personal privilege to the point of a disastrous collision with an automobile. A motorist may plainly be beyond his rights by speeding, by thrusting his car over a crossing, or by driving on the wrong side of the road. The fact that a motorist is guilty of gross law violation hardly compensates the pedestrian who persists in martyrdom to establish the legality of his position and the lawlessness of the motorist's.

A pedestrian, haughtily conscious of his right to cross a street, will saunter casually, though the pavement be slip-

pery and though there isn't the slightest assurance that the approaching motor, tons of steel, may not resist the brakes and skid down upon him. There is no question here of the pedestrian's rights; the motorist clearly may be at fault, but what principle has been reinforced after the pedestrian has been killed or injured?

The safety first doctrine asks each person to guard himself. It is easier, to let a speed maniac have his way than to prove him wrong by getting under his car. The police will take care of the speeders. They can't take care of unwise pedestrians.

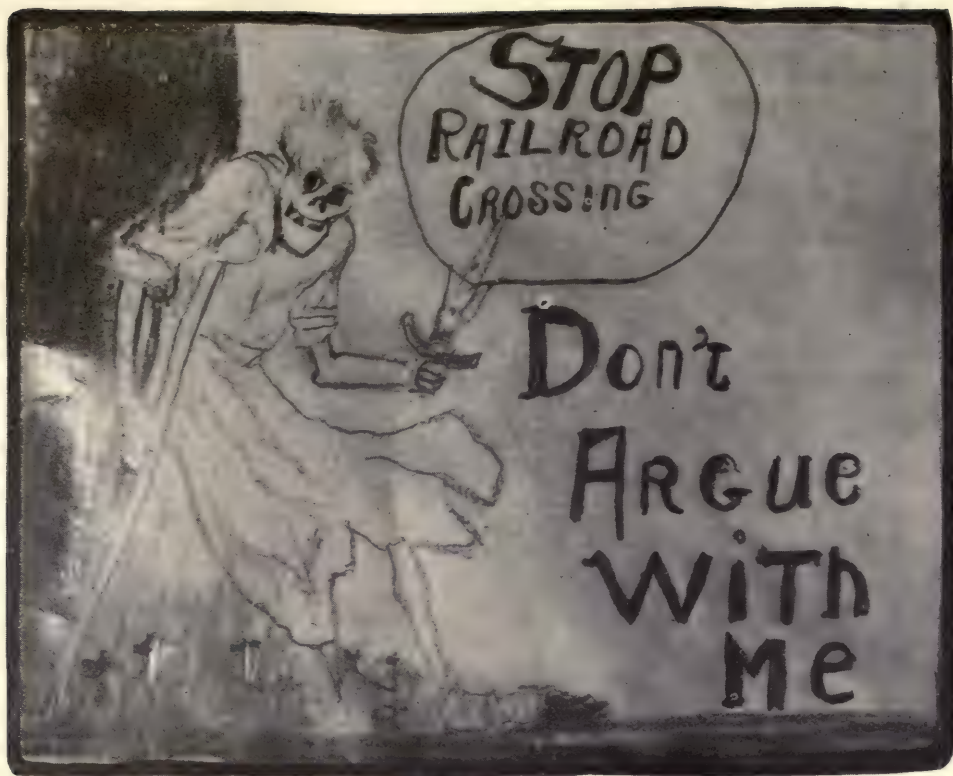
Too many automobilists are selfish. They are impatient of delays, demand the right of way, are intolerant of the rights of pedestrians, and take the wildest chances and endanger themselves and all those round them for the sake of gaining trivial traffic advantage.

A man who one day is an exasperated pedestrian, resenting the presence of the kindest motorist, the next day becomes the most intolerant motorist himself, resenting the inconvenience imposed by the presence of the most humble pedestrian.

The pedestrian who insists upon his rights of thoroughfare to the point of personal injury is in the minority. The average pedestrian is thoughtful, careful, and courteous. The average automobilist may think he is courteous, but he is not. He is thinking of getting on and inwardly resenting the obtuse foot passenger.

Motoring restrictions must be fashioned to teach unselfishness. Drivers have got to think less of themselves and more of others. They have got to learn that to put on the brakes and stop the car is easier than going to Joliet.—*Chicago (Ill.) Tribune, October 31, 1919.*





Bridge Building Epoch Is Marked Here By New Railroad Structure

An epoch in bridge building history in Chicago was marked today with the opening of the new single-leaf bascule bridge of the St. Charles Air line, operated by the Illinois Central, C. B. & Q., North Western and Michigan Central railroads over the Chicago river at Sixteenth street.

Three thousand five hundred tons in weight, this bridge is higher when raised to a vertical position than any of the Chicago skyscraper office buildings. It is balanced by two slabs of concrete, known technically as "wing counterweights," and is so arranged that it can be held rigid in any position. It can be raised or lowered, de-

spite its enormous weight, in one and a half minutes.

The feature of the bridge which makes its opening for traffic an epoch marker is that it had to be built in such a manner that later, when the Chicago river channel is straightened, it can be moved 400 feet west and turned completely around.

The bridge was built under the direction and supervision of F. L. Thompson, chief engineer of the Illinois Central railroad, at a cost in excess of a half a million dollars, the plans being furnished by the Strauss Bascule Bridge company of Chicago. —*Chicago Daily Journal*.

PASSENGER DEPARTMENT

Little Talks with
the Rambler

Notes of
Interest to
the Service



Getting Even

THE Rambler had been on a duck hunt accompanied by Snap Shot Bill, on which occasion he had encountered a somewhat unique experience in that on reaching the hunting grounds he found that he had brought the wrong sized shells for his gun. Hence, instead of doing any shooting he really spent the day with "Hal", one of our agents located at a small station down the line, while Bill strayed away by himself, incidentally making a visit to the Professor and his Daughter. But worst than Bill's desertion for the entire day was the trick that he played on the Rambler by showing him a picture of a lot of ducks that he took at a duck farm while he let the Rambler understand that they were what he might have obtained on the hunting grounds but for his having brought the wrong shells for his gun.

The Rambler was so chagrined at his failure to make good on that expedition that he promised himself to follow it up by going again to the same place on the following Saturday. In the interval, however, Bill's picture of "scads of ducks" somehow got on his mind. There was that about it which haunted him until in a moment of inspiration it suddenly dawned on him why the land-

scape features of the picture looked peculiarly familiar. So going to the atlas he began to pour over the state map, first finding on it the little town where he had spent the day with the agent instead of shooting. He then traced out the relation of that locality to the town where the Professor lived, and the route over which Bill had told him he had come from the Professor's to join him at the agent's that evening. As he did so his mind went back to many a trip that he had made in that country in days past, and he began to have mental visions of the landscapes with which he had then been familiar. Finally he emitted a dry chuckle, as he remembered that midway between the two towns was a celebrated duck farm. He also recalled that he had visited that farm and had known its proprietor some years previously in connection with a trip the latter made to Florida. Then in a flash the haunting landscape of Bill's picture became clear in his mind. "Ha, ha," he softly said to himself, "now I know what I will do Saturday." And, from then on until Saturday arrived the Rambler was in buoyant mood.

So, on the morning of that day he took an early through train, not down to his

former duck hunting station on our line, but to the town on a foreign line near which the Professor lived. He went alone, and he evidently had changed his mind as to the duck hunting feature of his trip, for he did not carry his gun with him. Instead of the latter he had a kodak slung over his shoulder. But he thought to himself as he walked to the station enjoying the crisp morning air, "Just the same I will go to that little station where Hal is before I get through. Between the Professor's town and Hal's station is no greater distance for me to make than it was for Bill to make from the duck hunting station over to the Professor's. In fact, it will be shorter, for Bill had to double back to meet me in the evening." His thoughts seemed to so please him that he was in mood to enjoy all the jokes that he found in the morning paper, as, finally seated in his train, he was speeding to his destination. He seemed to be particularly struck with one little item that he found in the paper, credited to the *Kansas City Star*, and reading as follows:

"She smiled sweetly as she approached Emil J. Holmes and asked: 'I'm a stranger and I have lost my way. Can you direct me to the loop?'"

"'Why, this is the loop you're in,' said Mr. Holmes, who was sitting in his motor car in Wabash Avenue, near Madison Street. It was about 10 p. m.

"Some way or other, before Mr. Holmes realized it, she was cuddled beside him. Then she left. Soon thereafter he discovered the absence of twelve \$100 bills, which had reposed in his right hip pocket.

"'Poor little thing,' Mr. Holmes said to a reporter, 'I suppose her faith in mankind will be sadly shaken this morning. I got that roll in Washington from a fakir. It was stage money, and the bills were 5 cents a dozen.'"

This item seemed to so fit a train of thought that was running through the Rambler's mind that after reading it he took out his penknife and carefully cut it out with the thought of sending it to Slim; he remarking to himself as he did so, and put the slip carefully away between the leaves of his memorandum

book, "I know someone else whose faith will be shaken shortly, and it won't be a 'poor little thing,' either."

The Rambler on reaching his destination did not seem to be in a hurry to move along. He visited with the station agent for about an hour and then killed time about the town until after the lunch hour. Then for the first time he showed signs of having a definite plan in mind, which plan it soon developed was to make a visit to the Professor. He reached that gentleman's place in a taxi, which he dismissed before making his arrival known, saying to himself as did so, "If they carried Bill across to our station I guess they will do as much for me."

He was cordially received and entertained by the two people of that household, in connection with which entertainment the Rambler did his part by making rather persistent use of his kodak. It was plain that his reason for doing so was that he had seen the pictures that Bill had taken there a few days before, and while he did not pretend to be as expert as Bill he had an idea that the latter had not always been happy in the nature of his compositions. That is, Bill, in the Rambler's estimation, had failed to grasp the opportunity to bring out the home and portraiture features that would have made such charming pictures had he not chosen to allow outside landscape features to predominate.

His hosts entered into his spirit in the matter, and gave him many poses that he seemed to be enthusiastic about. The Daughter was particularly pliant in that regard, teasingly challenging him to beat Snap Shot Bill at his own game, if he could. But notwithstanding that the time passed quickly and pleasantly in this little visit, and in spite of his being urged to remain at least until after supper, the Rambler persisted that he must make our station not later than seven o'clock, as he had promised to have supper with the Agent there. So, as he had anticipated, they offered to drive him over in their machine, and again the Professor's Daughter went along to be company for her father on his trip home.

The start was made rather earlier than

was necessary to reach Hal at the time that had been specified by the Rambler, but the latter had suggested an early departure, remarking that the country through which they were going had been an old stamping ground of his in times past, and he would not mind their taking it rather slowly, so that he could enjoy en route a possible digression here and there, if they did not mind, in order that he might see again some of the old familiar land marks. The professor and his daughter gladly humored him in his desire, in consequence of which they made a leisurely trip across the country and reached the station just as Hal was closing up for the day. They were given a cordial salutation by him, but to the Rambler, of course, he gave somewhat more than the perfunctory greeting the others had received. On the departure of the Professor and his daughter Hal said: "I am sorry that you will not see the wife this evening. She has gone to the city on a shopping trip, having suddenly determined to take the advice of the press and do her Christmas shopping early. She will not be back until the first of the week, for included in the tour will be a visit to friends living in the suburbs of the city. This means that for your supper you have either got to take pot luck while I prepare a meal for us over at the house, or we will go to the 'Greasy Spoon,' as it is called by the unfortunates who have to take a public meal in our burg when driving through or making us a visit on market day. Our loyal citizens, however, through local pride, generally call it by the name the proprietor has given it, that is—'The Palace Dining Saloon.' What license Jim, the proprietor, had for tacking that word 'Palace' on it is more than I can tell, unless it is on account of the brilliant red and gold wall paper with which it was decorated when first opened, but which now has faded to all shades, from lavender to carmine. If you want my opinion as to where you will fare best, you had better come along home with me. I am some cook when I have to be, and as the Little Woman has been gone two days now I have got into the

swing of it, and know my limitations and my qualifications. I have some fine cold boiled potatoes and some onions with which I will fry for us a good mess of Lyonnaise potatoes—got that name off a dining car card. Also there is a whole side of bacon waiting to be done to a crisp, as I know how to do it, and there is a fine blend of coffee waiting to be cooked—my wife is of Swedish extraction, that is why I say that the coffee will be 'cooked.' The bread may not be as fresh as might be wished, as it is a batch that Mary made me before she left, but I have kept it in a tin box wrapped in a damp towel, and it won't be so bad. On the way home we will stop at Mother Simpkins, a poor widow lady who helps out a meager income by baking various things and selling them to the neighbors, and get one of her fine mince pies. How does that strike you for a lay-out?"

"Fine!" said the Rambler, "fine! Couldn't be better, especially as my auto ride and my being in the open air for the most part of the day has given me an appetite. I think it will be 'kippy,' especially as we can chat and say what we please to each other while all the 'doings' you mention are being carried out." "Come along, then," said Hal. "We will have a jolly time together until your train goes. "But," he added, suddenly, on seeing the Rambler take from the platform a couple of ducks, "I didn't notice you had those birds along with you. Where did you get them? Where is your gun?" "Gun?" was the response as the Rambler looked about him in apparent amazement, as though he had just thought of it, "Why, maybe I left it in the Professor's auto. Well, never mind," he added with pretended resignation, "I will not need it again for an indefinite time. But I am glad that I did not forget my kodak. I am liable to want that almost any time," and as he said this last he tapped the case of that instrument, as if to be sure that it still swung from his shoulder.

"You do not seem to have had much luck with ducks," said the Agent. "unless you left some of them with the Professor, and I didn't know you were a

kodaker—thought Snap Shot Bill was the only one on the road that was crazy on that score."

"Well," was the reply, as he ignored the first of the Agent's implied inquiries, "perhaps you have put it right, for I certainly am not as crazy about the kodak business as Bill is. However, I have used a kodak more or less in a modest way for years. Originally I found it useful as a matter of record in taking parties over the line. It was with me at one time a sort of social adjunct in connection with special movements. Everything helps you know, and the pictures of scenery en route and of party groups that I handed out as souvenirs on my return was, in those days, surely a help for other party movements. But I only use the kodak once in a while now, and I do not begin to be as adept with it as is Bill. Nevertheless, I can take pictures that average pretty fairly and are good enough to serve my purpose. I just thought I would bring it along with me this trip in case the shooting should not prove what I desired. But here we are at your house with the pie picked up enroute, so now please get busy. That mess of Lyonnaise potatoes appeals to me, if they are done right. I wonder," he added, as he placed his ducks carefully on the floor in a corner of the room and began to unsling the kodak from off his shoulder, "if you have not thought to have some canned soup in the house that could be easily heated. As I told you, I brought my appetite with me."

"Why," exclaimed Hal, "I never thought of that, but since you speak of it I remember that Mary gives me a plateful of soup once in a while, and I would not be a bit surprised if she did sometimes get it out of a can, although she is pretty clever at making it herself. Let us look around a bit." So in high spirits and good comradeship they went to the pantry, and much to Hal's delight and the Rambler's gratification, they discovered on the top shelf several cans marked "Tomato Soup." "Great!" cried Hal. "Now we surely will have *some* supper—soup, crisp bacon, lyonnaise potatoes, bread, fresh country butter,

mince pie, and coffee. Gee," he chuckled, "Won't the little woman laugh when I tell her of our lay-out, but," he added, reflectively, "I'll bet she will worry that she was not here to make you some of her hot biscuits."

Thus in friendly geniality the two men worked together getting up their supper, for the Rambler proved that he had some experience in batching it and knew how to make suggestions as to flavoring and the like. But his chief occupation was to gather up the dirty dishes that Hal had left from his breakfast and dinner, washing them, and, on being told where to find it, laying a clean tablecloth and making a new set-up for the supper. When they finally sat down to their repast Hal looked approvingly over the table, and remarked, "You surely do know how to batch it. I expect I don't have this experience often enough to be as particular as you have undoubtedly learned to be by long practice. I understand you have a housekeeper in your apartment, but I suppose such has not always been the case, and that occasionally you give the housekeeper a day off and look after yourself. How about it, Old Man?" "Well," was the laughing response, "I have not looked after myself in this direction very much, but I have had a little try at it from time to time. But let us fall to."

The meal was heartily enjoyed, after which Hal, after loading and lighting his pipe, was for sitting by the fire to have a chat. But the Rambler insisted on first clearing things up and washing the dishes, saying, "Don't have too much truck accumulated for the Missus to see when she shows up, probably a day ahead of time. I'll bet she is worrying about you already." "Nothing doing in that line," was the curt rejoinder, "she's not that kind."

Finally the time came when both men were cosily seated before the kitchen fire, the Rambler insisting on this last, as against his usually much beloved open hearth, he remarking that the latter would seem desolate without the presence of Hal's wife, and that he reckoned as he had not long to stay the kitchen would be good enough for them. "All

right," was the response, "and now you light up one of your cigars, if you have one. I am sorry to say I have none to give you, but if you prefer you can have one of my pipes, of which I have several. And now tell me about the Consolidated Ticket Offices, as you promised you would when you were down here the other day."

"Oh, yes," said the Rambler. "I had forgotten all about that. How many times have you been to the big city?" he began, as though he were casting about in his mind as to how to start what he had to say. "Only once," said the Agent. I went to work here at this station when I was still nearly a youngster, and have been tied down pretty close ever since, but one Fourth of July I did go up and take in the sights of your town." With an amused smile the Rambler continued, "Then I do not imagine you know very much about our wonderful department stores from personal observation." "Well, no, not exactly, but I have an idea about what they look like. You know Hiram Jenkins has one here." "Oh, well, never mind," said the Rambler, his smile broadening, "perhaps it is just as well that you do not have a correct picture in mind of them, for I was only going to use them as an illustration of certain features of our Consolidated Ticket Office. But beyond the fact that along exceedingly broad lines the latter are conducted on the department store principle as between different railroads, there is not much in common between them, particularly as to their physical appearance. In the stores there is an extensive display of wares, whereas in the ticket offices (for we have two of them, or rather one in two sections), there is practically nothing in sight beyond a line of counter, back of which low ticket cases and cashiers' cages appear above the counter level. Outside the counters, located here and there against the outer walls are benches and public telephones and writing stands for the use of patrons. These last, although there if wanted, are not used so very much, for, as a rule, the business of the office is a matter of a relatively quick serving and going. These furnishings,

although thus limited in character, are in rich woods worked out in rather plain but chase design, giving the office as a whole an air of quiet elegance in accordance with the refined dictates of the day in matters of this kind.

"The ticket cases are not the tall, cumbersome pieces of furniture of the past, but consist of a bank of shallow drawers in which interline tickets are kept, and on the top of which is a low pigeon-hole case for card and Pullman car tickets only, this last case being all that projects above the counter line.

"On entering the office one first confronts a counter clearly labeled, 'information,' behind which is a corps of clerks prepared to answer all questions pertaining to roads fares, and the like, and to give out folders and literature. In fact, this counter is supposed to relieve the ticket sellers of absolutely everything except the actual selling of tickets. In order that this intent may be the more surely carried out, one on entering will probably, if showing the slightest sign of inquiry, be encountered by a floor information clerk, corresponding to a floor walker in a big department store, whose business it is to steer all who seem to need that kind of service to the Information counter. They will do anything for a patron at that counter, from the passing out of a folder to the making of a complete and complicated itinerary—anything short of actually selling a ticket.

"When, through this information channel a would-be traveler has learned when and how a proposed trip can be made, its cost, nature of accommodations en route and the like, it but remains for him or her to step to the appropriate ticket counter. Then comes the main feature of the Consolidated Ticket Office idea.

"As I have said, with us there are two offices, they being across a corridor from each other. This division, however, is but an arbitrary proposition, on account of space conditions, rather than being a necessary division from a selling point of view. Both sections are worked exactly the same way, although under different management, one of the sections transacting the business of fourteen roads,

and the other that of eight roads. I will confine my descriptions to the working of the largest of these sections," the Rambler continued, after leaving his seat for a moment to help himself to a drink of water from out of a pail that, with a tin dipper, stood on the sink shelf. "In it not only is illustrated what may be said of the Consolidated Ticket Offices as a whole throughout the country, but it so happens that our own road is included in it. Do not forget, however, that the other section is carried on in exactly the same manner.

"The prospective traveler, having secured all the facts that he or she may desire at the Information Counter, may possibly leave the office to return at a later date for the actual purchase of tickets, or may go at once to the ticket counter of the road over which a trip is to be made. Right there is where the distinctive features of a Consolidated Ticket Office begins to be interesting, for, the different roads are divided up into groups of so-called units. That is, certain roads represented, we will say in northern territory, are gathered into one unit; southern roads into another, and so on. In other words, roads running south and southeast have been given a unit; those running east another, while roads running in other directions are similarly grouped. These units are side by side, and a stranger entering an office for the first time would perhaps not notice the difference between it and the old style ticket office, except for its immensity and for the signs over each unit on which are plainly labeled the roads represented therein. Hence a man going to New Orleans, and having previously, through his own knowledge or through the aid of the Information Bureau, determined upon the Illinois Central and a certain train of that road as his means of getting there, naturally goes to the counter over which he sees the name of the Central, with others, distinctly labeled on one of the signs mentioned.

"Now these units are each representative of a wonderfully efficient system, each being entirely independent of the other, but yet all working in the same way; so a description of one will answer

for all. And perhaps the best way to describe them would be to follow some individual typical of the many that are constantly coming and going in that office, as he is served at the counter of one of them.

"We will start with the supposition that at the Information Bureau he has had a somewhat elaborate itinerary worked out for him, and learned, we will say, that he is to leave on road A at 10:10 p. m. Either by being directed or by his own observation of the projecting sign on which his road is recorded, he easily finds where to go for his ticket starting over road A. He tells his wants to a ticket seller there, describing in brief his route and the roads involved, or gives him the Information Bureau's memorandum on the subject. At the same time he asks for the Pullman sleeping car accommodations he desires for the trip. The clerk immediately reaches under his counter and takes up a telephone, of the internal counter system that is installed in the office, and asks the Pullman ticket clerk what space he has available for the train and date involved in this transaction.

"It is an interesting fact to note in this connection," interpolated the Rambler, "that all sleeping and parlor car diagrams for all the roads and trains of the entire unit are concentrated in one diagram case in charge of clerks devoting their time exclusively to reservation matters, the case being in back, out of sight of the public.

"In response to the ticket clerk's inquiry," he continued, "the Pullman clerk telephones back the reservation that is available, on which information, after making out and dating the railroad ticket, the ticket clerk also makes out the Pullman ticket and reports back to the Pullman clerk that he has taken up the reservation quoted, and gives him the ticket number to be entered on his diagram. The railroad ticket has been obtained, unless it be an ordinary card ticket, from the bureau ticket case directly within reach of the ticket seller's counter, which bureau ticket case consists, as has been mentioned, of a series of shallow drawers in which interline

tickets are kept, instead of their hanging in one of the old-fashioned vertical cases.

"All tickets necessary in the transaction having been thus quickly disposed of, the selling clerk hands the cash for them to a nearby cashier, whose sole business it is to receive all money and make change. Thus the customer is quickly disposed of, the clerk, you will have noted, being relieved of the ordinary time consumed in looking up and marking diagrams and in making change.

"This process is repeated in each unit by as many clerks as there are to a unit, and is a system you will note," the Rambler concluded, as he lifted the lid of the kitchen stove and threw in the butt of a finished cigar, "calculated to give a minimum amount of time to each customer, and enable the office as a whole to handle expeditiously and accurately a large crowd of people every day.

"But the two clerks I have referred to are not all that are necessary for the complete working of the system, and you will, Hal, perhaps get a better idea of the matter if I enumerate to you a few dry statistics. There are in that section of the office that I am talking about four distinct units. Two of the four each sell tickets for five different roads, and two of them for two roads each. Thus fourteen roads are served by four units. The office as a whole is in charge of a so-called manager, and each unit has an agent and an assistant agent, a chief ticket seller and other ticket sellers, a corps of report clerks, a cashier (in the five-road units there are two cashiers each) and a Pullman sleeping car clerk or clerks, according to the requirements of the business of a given unit. This, of course, does not include the additional clerks employed at the Information counter end of the organization. This, in brief," said the Rambler, as after having failed to find another cigar in his pockets, he picked up the extra pipe that Hal had offered him some time before and lighted it, "is the story of one section of one of the principal Consolidated Ticket Offices of the country. In a general way the system thus outlined is the same with smaller offices with such mod-

ifications as to arrangement as available space, number of roads, and size of a city makes desirable."

"Gee whiz," said Hal as on looking at his watch he noted that the time was beginning to approach when the Rambler should be going, "that does not look much like what I go through from day to day. No freight and no baggage"—"Hold on," said the Rambler, "I forgot to mention that, while not in the same sense that you handle baggage and freight, signs on the windows of the city Consolidated Ticket Offices specify 'Baggage Checked' and 'Freight Information'. As a matter of fact but little inquiry in this last line occurs at the Consolidated Ticket Office, but when it does, the Information Bureau is in position to direct the inquirer where the city freight offices can be found. As to the baggage, a person having purchased his ticket can really get his baggage checked at the office by going to the transfer company which also has an office on the same floor. But really Hal, you cannot compare your work with that of the busy clerks in the Consolidated Ticket Offices. You of course have yours all cut out for you from morning until night and you jump from one thing to another, whereas those men in the city office seem to have but one thing to do and that in a systematic and routine way. To off-set this last, however, is the fact that as a rule they probably see and handle more people in a day than you do in six months, or possibly a year. At times, I assure you, the people are lined up en masse in front of those counters. The strain in the course of a week or a month is about a stand-off between you and them, I imagine."

"Maybe so," was the thoughtful response; "but say, Rambler," Hal concluded as he looked at his watch again, "I do not want to hurry you, but it is about time you were getting ready to go, as your train will be here in fifteen minutes."

On reaching home the Rambler, the next morning, called Snap Shot Bill up on the 'phone at an unearthly hour, spoiling, it is feared, Bill's Sunday morning beauty sleep. "Sorry, Bill," he said

to that individual as the latter finally answered him in a sleepy voice, "sorry to have gotten you out of bed so early; but I was wondering if those good people who let you live with them had made any provision as yet for your Sunday dinner. I presume they have, as I understand all good housekeepers have the Sunday lay-out stored in the ice-box the night before. But if so in your case, in view of the H. C. L. perhaps they can keep it until early in the week in favor of a couple of ducks that I have for you. I understand you are the star-boarder in your house, as you are the only one, and that they make a sort of pet of you. In such case, if you like ducks I have no doubt they will fix them up for you today, if you will come over and get them."

"Yes, I am mighty fond of ducks," was the somewhat peevish reply, "but I don't see why it was necessary for you to wake up the whole house here and get me out of bed at this beastly early hour. Neither do I see that the ducks necessarily have to be roasted today. I presume my landlady has got her Sunday dinner all planned; but that really makes no difference to me as I will not be at home to dinner today. I am going out to the Dunes to take pictures. Why couldn't you let the old birds stay in your ice-box until tomorrow. They will keep just as well there as they will in ours."

"O now Bill," said the Rambler in his most pacifying tone, "don't get cranky about it. I thought I was offering you a treat. Went down in the country yesterday to finish up that duck hunting business, you know, and while I didn't have very good luck I brought home two especially for you."

"O well, I like ducks immensely myself, but my landlady's husband is just crazy about them, especially about wild ducks. I am surely obliged to you for thinking of me, and the folks here I know will be glad to get them. They will be a treat to all of us. But it will of course make no difference to you, I suppose, whether they put them on the fire today or some other day as long as the ducks still are in good condition?"

"Oh no; of course not," was the reply. "Any time to suit your folks. But you will come over and get them, won't you? I want to get away about 10:00 o'clock and want to have them off my mind."

"Yes, I will come," said Bill, and he hung up; but his acquiescence the Rambler thought was in a tone of voice that implied "I am going back to bed."

Bill evidently stuck to his intention of going to the Dunes for the day as he did not call for the ducks until about nine o'clock that evening, at which time the Rambler was not at home. The latter learned from his housekeeper, however, of Bill's coming and thus knew that he had not had them for his Sunday dinner. So on Monday he asked if he thought they would make them that evening's meal in his home. "No, I guess not," said Bill reflectively. "You see it is Monday and I presume they had a good dinner yesterday of their own choosing, so a warmed over dinner is in order for tonight. About tomorrow night I should say is when a special dinner will be made to include those birds. And by the way," he added with a little laugh, "You should hear the landlady's husband give her instructions as to how to season and fix up those ducks so as to bring out what he calls the wild flavor to his liking. He has really got my mouth watering for the taste that he says they will have in distinction to that of ordinary ducks that are bought in the market."

No further mention was made of the matter by either the Rambler or Bill until on Wednesday noon the Rambler, on meeting Bill in the hall stopped him and said, "By the way, did you have those ducks last night for dinner?" Sure thing," was the animated response, "and they were fine; but you should have heard the old man scold his wife about her not getting the flavor right. To my mind, however, she had made a complete success of the cooking. The piquant taste of wild duck she had modified just right according to my way of thinking. It was mighty good of you to remember us in the way you did. I do not know when I have enjoyed duck meat as I did those you shot and brought me."

"Glad to hear it," was the Rambler's

genial response, as patting Bill on the shoulder he said, "Now come into my office a minute. I have something I want to show you." Bill, following him to his desk, watched him take from a pigeon hole a little package of kodak prints, and after running through them casually as if to be sure they were all there he passed them to Bill with the remark "You will be interested, I think, in these. Maybe you have forgotten that I also know how to use a kodak. This little batch will demonstrate whether or not I have lost the art of taking a fair picture—assuming that I ever had it."

Bill took the pictures and slowly turned them over, one by one, as he examined them first in a general way and then critically. In the meantime his face was a study, and "If it is possible for that fellow to blush" thought the Rambler to himself, "I believe he is doing it now."

At last finishing his survey Bill put them down on the desk, leaving one on top to which he pointed as he said, "You certainly found enough ducks this time,

judging from that picture. There are even more of them there than I got in my picture."

"Because," was the laughing retort, "you did not happen to know the proprietor of that duck farm so that you could ask him, as I did, to shoo as many as possible together. I guess we are about even now, aren't we, Bill?"

Bill looked at him a minute in surprise and then saw the point, for as he walked away he turned back and said, "I guess we are about fifty-fifty. It is no wonder that my landlady could not flavor the wild duck meat to satisfy her husband's taste. But come to think of it," he remarked as a parting shot, "I believe I am still one ahead after all. You had to buy those ducks at the duck farm whereas the picture I took there cost me nothing."

"He beat me at one thing, however," he thought to himself as he walked back to his desk, "he got more effective pictures of the Professor's daughter than I did."

Notes of Interest to the Service

In a "History of the Railroad Ticket," written by Mr. Robert S. Gardiner, and printed for private circulation a number of years ago, the following interesting statement is made:

"It may safely be asserted that there are not a dozen men in the passenger departments of American railways who know by whom the present universally used system of consecutively numbered tickets was conceived. This should not be regarded as singular; for who stops to wonder, or even cares to learn, to whom we owe the pen, the pin, or the umbrella? The numbered ticket has in fact a wider use, a greater circulation, than any of these domestic articles, and it seems to be a subject with which those persons who directly or indirectly gain from it a livelihood should be cognizant.

"Furthermore, it is not generally known that to the use of consecutive numbers upon railway tickets the business world is indebted for the convenience, security and numberless advantages found in the system of printed consecutive numbers upon bank checks, certificates, bonds and other documents of value or record. By this state-

ment the writer does not mean to assert that the value of successively numbering with pen, brush or type was unknown or unused before its adoption for railway purposes, for he has seen in the museum collections of Europe and Asia ancient documents bearing marks or numbers indicating their rotative issue; but the railway recognition of the principle caused the invention of mechanical numbering which the commercial world has since availed itself of."

Mr. Gardiner's essay is too long and exhaustive to be further quoted except to note that he gives the credit of developing and bringing consecutive numbering down to a practical basis to a Mr. Thomas Edmondson, of whom he writes as follows:

"As early in railroad history as the year 1836, Thomas Edmondson, of Lancaster, England, was the station master and 'booking' clerk at the solitary little station of Milton, on the then Newcastle & Carlisle Railway. But a few years previously the railway had begun to take the place of the stage coach, and it was natural that the kind of tickets which had served for the

coach passengers should be used as a voucher that the railway traveler had paid his fare.

"But as travelers increased in number these scraps of paper proved inconvenient in many ways, and Mr. Edmondson at once felt that a change was needed in them. He found that little or no systematic check was imposed upon the station clerks, it being left to their integrity to account correctly for monies paid to them. His ingenuity was therefore soon at work, endeavoring to organize a system which should be a complete check, in the first instance upon himself. He first wrote with pen and ink on pieces of cardboard the names of the issuing and collecting stations, also the number of the ticket and fare for the journey."

Mr. Gardiner then relates how Mr. Edmondson developed the printed card ticket and a case to hold them, incidentally adopting the cypher, "0" as the first ticket of a series in connection with his hand numbering. Of his introduction of machine numbering Mr. Gardiner has this to say:

"The construction of a printing machine which would, with each successive movement, imprint upon pieces of cardboard of fixed dimensions and thickness the reading matter of a ticket was not difficult; but to consecutively number these simultaneously with the operation of printing caused days of thought and sleepless nights. Numerous methods were tried only to be as soon abandoned, until at last Edmondson hit upon the plan of using two brass circles, about eight inches in diameter, on the face of each being engraved in intaglio the figures, 00, 01, 02, 03 and so on up to 99. These circles or wheels, being placed side by side upon a common axis revolved with each movement of the printing parts of the machine, and by drawing over the face of the wheels a length of silk ribbon moving from spindles on either end, and which had previously been saturated with a mixture of lampblack and oil, he obtained through the inked ribbon an impression upon each ticket of the wheel number which was at the instant in contact with the ticket. The following movement of the press revolving the wheels the distance of one number, gave to the next ticket the next highest number, and so on up to 9,999 or 10,000 tickets."

The following, in regard to schedules and service of interest should be noted carefully by all agents whose stations may be affected thereby; making notation in their guide or on existing folders so that they will be able on inquiry to give correct information, pending receipt of new guide or folders in which the changes are embodied:

Yazoo & Mississippi Valley: Change of time took place on the New Orleans Division of this road on Sunday, November 23rd. The changes include the leaving of No. 30 (old No. 32) from New Orleans at 7:00 a. m. instead of 7:15 a. m., arriving at Baton Rouge at 11:20 a. m., and at Vicksburg at 6:00 p. m. as formerly.

Train No. 32 (old No. 34) now arrives and leaves Baton Rouge at 7:55 p. m. and 8:00 p. m., respectively, leaving Slaughter for Woodville at 8:45 p. m. instead of 9:00 p. m.

Between Baton Rouge and Covington Train No. 431 now leaves Covington at 6:35 a. m. instead of 8:30 a. m., arriving and leaving Hammond at 7:25 a. m. and 7:40 a. m., respectively, and arriving at Baton Rouge at 9:45 a. m.

Train No. 442 now leaves Baton Rouge at 7:15 a. m. instead of 7:30 a. m., arrives and leaves Hammond at 9:10 a. m. and 10:00 a. m., respectively, and arrives at Covington at 11:15 a. m.

Train No. 131 arrives at Natchez at 8:20 p. m. instead of 8:10 p. m.

Corresponding changes of time at intermediate stations.

In this connection agents should note that a parlor car is now operated between Jackson, Miss., and Natchez, Miss., in Trains Nos. 131 and 132. Train No. 131 leaving Jackson at 4:00 p. m. after the arrival of Illinois Central Train No. 3 from the north, while Train No. 132 from Natchez arrives at Jackson at 12:50 p. m., making connection with Illinois Central Train No. 4.

"Information received from the vice-president and general manager of the P. & O. S. S. Co.," says J. D. Rahner, general passenger agent of the Florida East Coast Railroad, in a recent circular, "is to the effect that the Bowman interests of New York City have taken over the Hotel Sevilla in Havana. The building is being remodeled, additional bath rooms are being added, a new dining room constructed, new furniture and fixtures will be installed, and it is anticipated that the hotel will be opened on Christmas Day, 1919."

Resort Hotels Circular, I. C. No. 5122, will, it is hoped, prove useful to agents in answering inquiries in connection with winter tourist travel.

Jack Gavin, of Judith, Gap, Mont., had the following under the caption of "Don't Take the Joy Out of Life," in a recent Milwaukee employee's magazine:

You rise in the morn with a feeling of
scorn

For everything gloomy and sad.

The sunshine is bright and your spirits are light,

It's a morning in June and in tune,

The birds all singing sweet in their bowers.

You are as gay as a child and the breezes so mild

Bring the scent of clover and flowers.

As you walk down the street, perhaps some one you'll meet

Who tells you you're fast growing old; You have wrinkles of care, there's gray in your hair;

And a long tale of woe will unfold.

Then your feeling of gloom is as drear as a tomb,

And it cuts to your heart like a knife.

It is always the way—there's someone each day

To take all the joy out of life.

"A traveler must not tarry long,

But must be on his way,

If he would see the wide, wide world,

A little day by day."

—*Chicago American.*

An ex-governor of Iowa tells of his experience at a New Jersey clam bake.

"I began my speech," said he, "by stating that I had been enjoying their low-necked clams. A long-faced old codger across the table scowled and said in a stage whisper: 'Little necks, not low necks.'

"I paid no attention to him, but after dinner he followed me out of the hall. 'You don't have may clams in Iowa, I reckon,' he said. 'Well,' I replied, 'we have some, but it's a good way to water and in driving them across the country their feet get sore and they don't thrive very well.' 'Why, man alive,' said he, 'clams haven't any feet!'

"Soon after that he buttonholed one of my friends. 'Is that fellow governor of Iowa?' he demanded. My friend admitted that I was. 'Well,' said the old fellow, 'perhaps he may be a smart man enough for Iowa, but he's an awful fool at the seashore.'"
—*Philadelphia Ledger.*

By hard work and "close" habits the old

farmer had got together a little fortune and decided that the time had at length arrived when he was justified in ordering a family carriage.

He went to a carriage builder and described in detail the kind of vehicle he wished to buy.

"Now, I suppose you want rubber tires?" said the carriage builder.

"No, sir," replied the old farmer, in tones of resentment. "My family ain't that kind. When they're riding they want to know it."—*Clipped.*

A darkey one day bought a horse, which he afterwards found would not go. He took it to a veterinary surgeon who injected morphine into the animal. The horse bolted down the street, while the astonished Negro turned to the surgeon and asked what the charge was.

"Ten cents," said he.

"Then," said the darkey, "I want you to put 50 cents' worth of that stuff in my arm."

"Why?" asked the surgeon.

"Cause," said the darkey, "I'se got to ketch dat hoss."—*Selected.*

A lecturer on a very rainy night addressed an audience which might have been larger without taxing the seating capacity of the hall. Naturally he was willing to cut short his address, and having reached what he concluded was the psychological moment, said: "I'm afraid I've kept you too long." Whereupon a voice replied: "Go on, it's still raining."—*Fort Royal News.*

"And you call yourself a lover of peace!" said Mr. Rafferty.

"I do," answered Mr. Dolan.

"After intentionally droppin' the brick on Casey?"

"Yes. Have ye iver known Casey to be so peaceful as he was just after I dropped that brick?"—*Exchange.*

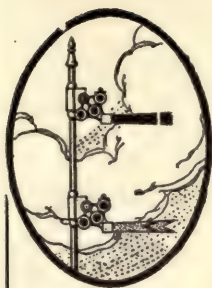
"Maw! Where does the tide go when it goes out?"

"No use to ask me such questions son, I can't even tell where your father goes."—*Clipped.*

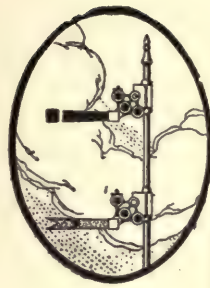
Railroads as Common Carriers

An engineer on the I. C. R. R. at Centralia, Ill., being handy with carpenter tools, made two wheel barrows, one for himself and one for his brother in Kansas City, Mo. This engineer took the one for his brother

to the C. B. & Q. Ry. freight house at Centralia, Ill., sent it 347 miles via C. B. & Q. for 49 cents and a teamster charged his brother 50 cents to haul it seven blocks at its destination.



SAFETY FIRST



National Railroad Accident Prevention Drive

October 18th to 31st

The preliminaries for the above Drive were started early in September and followed up closely by every officer and employe on the railroad. The circular letters by Federal and General Managers, together with four minute talks to the employes by Regional Supervisor of Safety and Chairman of General Safety Committee, also posters and bulletins used has shown wonderful results and augments the cause of Safety more than ever before.

For the Southern Region there were ten Class 1 railroads showed a clear record (these roads had less than 4,000 employes each); nine railroads with over 5,000 employes each, as follows:

Atlantic Coast Line.....	94.9	per cent decrease
Nashville, Char. & St. Louis.....	90.9	per cent decrease
Illinois Central	88.8	per cent decrease
Seaboard Air Line.....	88.8	per cent decrease
Southern R. R.	73.6	per cent decrease
Yazoo & Mississippi Valley	65.0	per cent decrease
Central of Georgia	64.8	per cent decrease
Mobile & Ohio	45.8	per cent decrease
Louisville & Nashville	3.5	per cent increase

The showing made is commendable. Burnside shop and all other shops on Illinois Central and the Yazoo and Mississippi Valley Railroads were 100%. Following five divisions were 100%: Illinois, Indiana, Springfield, Kentucky and Memphis.

The trophy offered by the Regional Director, the contest resulted in a tie between Federal Manager Duke of the Richmond, Fredericksburg and Potomac Railroad and Federal Manager Hawkins of the Norfolk Southern Railroad, and the contest between these two roads was extended for the month of November and a decision will be reached December 11th.

UNITED STATES RAILROAD ADMINISTRATION

Director General of Railroads

Illinois Central Railroad

Office of Assistant General Manager

Report of "National Railroad Accident Prevention Drive" conducted during the week October 18-31, 1919, on railroads of 10,000 employes and over.

Railroad	Number of Employes	Casualties per 1,000 Employes	Rank
Atlantic Coast Line.....	34,307	.01	1
Illinois Central	52,222	.02	2
Southern R. R. Lines.....	62,687	.07	3
Y. & M. V. R. R.	7,501	.16	4
Louisville & Nashville.....	49,039	.20	5
Seaboard Air Line	16,647	.20	6
Union Pacific	33,200	.21	7
Southern Pacific	48,770	.30	8
C. B. & Q.....	53,334	.51	9
Del. Lack. & West.....	33,368	.51	10
C. M. & St. P.....	71,550	.60	11
D. & R. G.....	12,162	.74	12
Norfolk & Western	31,317	.80	13
Delaware & Hudson	15,320	.85	14
Penna. Lines West	38,114	.86	15
N. Y. N. H. & H.....	38,876	.88	16
Northern Pacific	34,321	.90	17
Pere Marquette	11,460	.96	18
A. T. & S. F.....	48,965	.98	19
Ches. & Ohio R. R.; C. & O. of Indiana	25,400	.98	20
Great Northern	39,914	1.00	21
Erie	37,724	1.03	22
C. & E. I.	10,424	1.06	23
Michigan Central	23,434	1.11	24
M. K. & T.....	12,786	1.17	25
Boston & Maine	30,337	1.19	26
M. S. P. & S. S. M.....	15,858	1.20	27
C. St. P. M. & O.....	10,125	1.20	28
C. R. R. of N. J.....	16,500	1.27	29
Baltimore & Ohio	76,802	1.32	30
Lehigh Valley	36,366	1.33	31
A. T. & S. F. Coast Lines.....	15,239	1.37	32
Gulf, Colo. & Santa Fe.....	10,821	1.48	33
Penna. Lines East	185,138	1.49	34
C. R. I. & P.	44,419	1.53	35
C. & N. W.....	54,538	1.60	36
Phil. & Reading	34,143	1.64	37
St. L. & S. E.	38,454	1.82	38
C. C. C. & St. L.....	24,439	1.98	39
New York Central	99,534	2.00	40
Texas & Pacific	13,782	2.25	41
M. K. & T. of Texas.....	11,452	2.27	42
Sou. Pac. Lines	19,982	2.50	43
Mo. Pacific	39,495	3.14	44

Do You Know ?

DO you know the young fellow who works for \$25 a week and who is wearing a new winter suit that cost \$85?

Do you know the wage earner who loafs because he is afraid if he does too much he'll "work himself out of a job"?

Do you know the housewife who is ashamed to be seen with a market basket on her arm or to carry home a brown paper bundle?

Do you know the manufacturer who, when the price of raw materials and overhead goes up 5 per cent and the cost of labor advances an equal amount, adds twenty-five per cent to the price of his goods?

Do you know the factory girl working for \$18 a week who is buying and wearing a \$350 fur coat?

Do you know the man who lets a fresh clerk sneer him into buying a \$15 hat for fear he'll seem "cheap" when he can buy a satisfactory one for \$7?

Do you know the investor who has traded his Liberty Bonds for a promise

of a hundred per cent profit in a stock company backed by a dishonest promoter?

Do you know the married couple who do not think enough of their children to buy War Savings Stamps for them and to teach them to save?

Do you know the shopper who says "Wrap it up" instead of "How Much"?

Do you know the person who lets the desire of the moment destroy the results of days and weeks of thrift and saving?

Do you know the man who thinks it is not necessary to save?

Do you know the man who says that the government savings securities, Liberty Bond War Savings Stamps and Treasury Savings Certificates are too slow or too small or too old-fashioned for his investments?

**IF YOU DO, YOU KNOW
PRETTY WELL WHAT IS THE
MATTER WITH THE UNITED
STATES.**



Rear of Train 101—Leaving Louisville Oct. 29, 1919. In the Railroad Accident Prevention Drive, the Kentucky Division Was "on the Job," Coming Through 100%.



Stephen A. Douglas and the Illinois Central

By Carlton J. Corliss, Chief Clerk Valuation Department, Chicago

SITUATED in a small green on the south side of Chicago, overlooking the tracks of the Illinois Central, though overlooking to a large extent by the thousands of employes who pass that point daily, is a sepulchral monument erected more than half a century ago to advocate a central railway in the resting place of a man to whom the Illinois Central, the State of Illinois and the Middle West owe an inestimable debt of gratitude.

Above the tomb rises a massive column of marble, surmounted with a bronze statue of this man, his right hand thrust into his waistcoat after the fashion of an orator, his left hand gripping a manuscript, his jaws square, lips firm set, and every feature of his strong face revealing something of that dynamic force, that inflexible will, that unfaltering courage and that tenacity of purpose that were among his most prominent characteristics.

Like a silent sentinel, this impressive figure of Stephen A. Douglas, the statesman, looks down upon the greatest achievement of his political career—the Illinois Central Railroad—as if to note in the passing years its progress and growth and its splendid contribution toward the development and prosperity of the nation.

Stephen A. Douglas was not the first to advocate a central railway in the state of Illinois. He was, however, the first man with sufficient influence, perseverance and political genius to secure from the federal government terms which made the construction of such a railroad financially feasible.

As far back as 1832 a railroad from Cairo to Peru, Ill., had been urged in the State Legislature by Lieutenant Governor Alexander M. Jenkins, and by 1835 the building of a Central railroad had become an important issue in state politics. The ablest and most energetic supporter of the project was Hon. Sidney A. Breese, who was largely instrumental in obtaining a charter from the State Legislature in 1836 for a railroad from Cairo to the Illinois and Michigan Canal at LaSalle. The scheme was unsuccessful, however, and during the next twelve years repeated attempts, by the State and by private interests, to finance and construct a railroad over the proposed route met with complete failure.

In 1843 Breese presented in the House of Representatives a memorial of the "Great Western Railway Company," praying a right of pre-emption for Darius B. Holbrook, of Cairo, and his associates to a portion of the public lands over which the proposed road was to be constructed. Douglas did not support this bill, insisting that a grant should not be made upon an "irresponsible private corporation" that he could not bring himself to believe would carry out the project, and whose scheme he characterized as "a stupendous private speculation to enable the Cairo company to sell their chartered privileges to England." During the next five years Breese, who had become a United States Senator, continued his fight in Congress for the passage of his bill in favor of the Holbrook Company, and Douglas steadfastly refused to support it.

In 1847 Douglas entered the United

States Senate, and within a short time became the acknowledged leader of the dominant party of that body. Early the following year he introduced a bill for a federal grant of land to the State of Illinois to aid the construction of a state railway system.

The Douglas bill differed from the Breese bill in several important particulars. Breese favored the granting of "pre-emption rights" directly to a private corporation. Douglas sought a direct grant of land, not to a railroad company, but to the State of Illinois. Breese contemplated a road connecting the city of Cairo with the Illinois and Michigan Canal at LaSalle. Douglas advocated such a road, but insisted upon a branch to Chicago. Breese sought government support of the Holbrook Company. Douglas had little confidence in Holbrook and his associates, and intended that the proposed road should not come under their control.

Senator Douglas' bill was reported favorably by the Committee of Public Lands and passed the Senate, but was defeated in the House. The policy of distributing public lands for the subsidization of railway projects was new and untried, and was regarded by many as a dangerous departure. The Government owned no large tracts of land in the East, and, consequently, representatives from that section were not inclined to lend their support to a measure which, as they expressed it, "favored the West at the expense of the East."

Representatives of Southern states, whence nearly fifty per cent of Illinois' population had been drawn, were hostile toward the bill, as they saw nothing in it that could benefit the South in any way, but feared, on the other hand, that if its provisions were carried out, it would work to their disadvantage in further stimulating Southern emigration in to Illinois. Thus the construction of the Illinois Central had become a national issue.

Douglas now realized that his whole scheme was in jeopardy unless he could

gain support from among the Eastern and Southern representatives. That "The Little Giant" was a shrewd and crafty politician, and a great statesman, has never been questioned, and the masterly way he went about to accomplish his object excites admiration.

Realizing that his hand would be greatly strengthened if he had the united support of his home contingent, he returned to Illinois in the fall of 1849 and swept the State in a vigorous campaign which resulted in the defeat of Breese and the election of General James Shields to the senatorship. Shields was a life-long friend of Douglas and a staunch supporter of his policy. The Douglas forces were also successful in electing Representatives friendly to the Douglas bill. With a united front now presented by the Illinois delegates in both houses, Douglas returned to Washington to resume his activities in behalf of the measure in Congress.

To obtain the support of Senator King, of Alabama, and other Southern statesmen, he proposed an amendment extending the privilege to the States of Alabama and Mississippi in connection with the Mobile & Ohio project, thus advocating a great trunk line from Mobile or New Orleans to the Lakes. This found favor among several Northern and Eastern representatives who were interested in the Southern project. The support of Daniel Webster and a number of other Eastern members was won by a compromise on certain tariff issues which would have little effect upon the Middle West, but were of vital importance to the manufacturing interests of the East. By offering an amendment extending the terminus of the proposed road from LaSalle to Dunleith, opposite Dubuque, the co-operation of Senator Dodge and his Iowa colleagues was assured.

Notwithstanding these important augmentations, bitter opposition in certain quarters still existed, particularly among members of the lower house, and the success of the measure was by no means certain. Summoning his lieutenants,

Douglas laid before them the final plans of this campaign. No stone was to be left unturned. Every legitimate means was to be employed to win over his opponents.

When the time seemed opportune, in January, 1850, Douglas introduced his revised bill in the Senate, with a stirring appeal for its adoption. From that day until the bill was voted upon in the lower chamber, Stephen A. Douglas was one of the busiest men in Washington. Concentrating all his tremendous energies toward the attainment of his object, barriers which had proven insurmountable to Breese were swept away, and opposition succumbed to his statecraft.

On May 20th a vote of the Senate was taken upon the measure, and it passed with 26 ayes and 14 nays. The bill went immediately to the House, where it at once assumed first place in the deliberations and debates of that body. Opposition was stronger there than in the Senate, but under the brilliant generalship of the indefatigable Douglas, ably supported by Representatives Wentworth, Bissell and McClernand, it was successfully passed in that chamber on September 17th, four and one-half months from the date of its introduction, by a vote of 101 ayes and 73 nays. Three days later—September 20, 1850—the act was approved by President Millard Fillmore, and Illinois' great railway system, the largest single railroad project in the world at that time, was at last assured.

On his return to Illinois shortly after the passage of this act, Douglas was received with joyous acclaim; mass-meetings, banquets and parades were held in his honor, and popular appreciation of his services were everywhere manifest.

Briefly, the act, as finally passed, conveyed to the State of Illinois 2,595,000 acres of public land, in alternate, even-numbered sections for six miles on either side of the proposed railroad, to assist in the undertaking on condition that the road should be completed within ten years, and that if the project were not carried out, all lands remaining un-

sold at the expiration of that period would revert to the federal government, and the State of Illinois would pay over to the federal government the proceeds from all land which had been disposed of. Furthermore, it was provided that the railroad should remain a public highway, free of toll or other charges, for the transportation of troops and military property of the United States Government.

When the Illinois Central Railroad Company was incorporated by the state legislature on February 10, 1851, all land conveyed to the State under the Congressional Grant was transferred to the railroad company, with the provision that seven per cent of the gross earnings of the company should be paid over annually into the State Treasury. From the time the road was first opened for traffic this "Charter Tax," so called, has been one of the State's most important sources of revenue.

Without considering the immense indirect benefits which accrued to the Federal Government and to the country as a whole, through increased agricultural and mineral production, as a result of the Illinois Central land grant the Government profited directly by the enterprise. Vast tracts of fertile land, including the alternate sections reserved by the Government along the route of the Illinois Central, had for more than twenty years remained unsold and unsought at \$1.25 per acre. As rapidly as the road was built, settlers flocked into the newly opened region and eagerly purchased all land available at from three to ten times that price. As one writer puts it "this was indeed casting bread upon the waters, which after many days, returned several fold."

The passage of the act incorporated in the Douglas bill marked the beginning of Illinois' greatness as an industrial and agriculture state. In 1850 there were less than 115 miles of railroad in the entire state, made up of several widely-scattered lines, the most important of which was the Galena and Chicago Union (now a part of the Northwestern system) completed that year from Chi-

cago to Elgin, and operating one mixed train daily in each direction. This was the only railroad then entering Chicago. None of the Eastern roads had yet reached Illinois, and the quickest and most direct route from Boston or New York was by rail to Buffalo, water to Detroit, rail from Detroit to a point near Michigan City, Ind., and by stage-coach or steamboat from that point to Chicago. The route from the East to Cairo and points along the Ohio and Mississippi rivers was rail to Cincinnati, and thence by steamboat to destination. The industries of Illinois had, altogether, in 1850 a capital of only six and one-half million dollars and employed a force of twelve thousand hands. The population of the state was largely rural and located principally in the counties bordering on the Mississippi and Ohio rivers. Chicago was a city of 29,000 inhabitants.

The marvelously rapid growth and economic development of Illinois between 1850 and 1870 has perhaps no parallel in the annals of civilization. This was due in very large measure to the build-

ing of the Illinois Central Railroad, which opened up the richest sections of the interior to emigration and settlement. The population of the State grew from 850,000 in 1850 to 2,540,000 in 1870, an advance of over 300 per cent. Chicago's population increased ten-fold! Numerous industrial enterprises sprung up. The rich agricultural and mineral products of the newly developed region found ready markets. Exports of grain rose from thirteen million to over fifty million bushels annually. The acreage of improved farm lands increased 400 per cent, and the value of farm lands advanced 1,000 per cent. The value of animals slaughtered mounted from \$5,000,000 in 1850 to \$57,000,000 in 1870. Live stock in the state increased in value more than 600 per cent. Dairy products increased 300 per cent. The production of wheat more than trebled during that period. Coal production multiplied more than twenty times. And in 1870, Illinois had a greater railroad mileage than any other state in the Union.

Viewed from a broader standpoint,



Schools



Princeton Ky.



it may be as truly said that the passage of the Douglas bill by Congress marked the beginning of the development of that great region beyond the Mississippi, which could not boast a single mile of railroad in 1850. Few, if any, American statesmen have rendered more valuable service to their country than did Senator Douglas in forcing through Congress his bill for the Illinois Central land grant. A precedent was thereby established and the attention of the whole financial world was now focused upon the new policy of the United States Government of distributing public lands to aid the construction of railroads through its vast unoccupied territories where such undertakings would otherwise have met with failure.

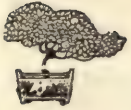
The unusual success attending the Illinois Central project resulted, within a few years, in the formation of a num-

ber of other companies, to which similar grants were made, and by 1870 the Government had allotted over ninety million acres of land for this purpose. The Union Pacific, the Santa Fe, the Northern Pacific, the Missouri Pacific, the Southern Pacific, the Iron Mountain, the St. Paul, the Burlington, and, in fact, all the great railways of the West, received generous grants from the United States Government to encourage their construction. It is doubtful indeed if such vast transportation systems would ever have been built in the West had it not been for these valuable federal land grants; or, at least, without these grants, their construction, and the consequent development of the West, would have been many years delayed.

Stephen A. Douglas and the Illinois Central therefore hold a unique place in the nation's history.



Illinois Central Facilities, Princeton, Ky.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Health as a Means to Success

When a man gets so indifferent that he does not care whether each succeeding year finds him better off than the year before, it is time for him to do something and do it quickly. The term "better off" may have several interpretations, but they all total up to the same thing—better health and better health forming habits. For good health is the great necessity which underlies all other achievements and one should not forget the personal factor in forming his or her personal habits. What might be the finest thing in the world for your neighbor may prove of little or no value to you, for instance, the habit of early retiring. Some people are so constituted that the evening hours are the hours of best mental effort and productively, while others do their best work in the early morning. It is safe to say that to the man or woman who labors daily at routine work, either mental or manual, the use of the evening hours for some study of a different nature from the day's effort will prove an excellent relaxation and is a great value in keeping up the mental activity which distinguishes the alert mind from the old, shop-worn mind, which latter thinks with great difficulty along new channels.

Health is the great foundation stone upon which rests the superstructure over whose entering door is carved the word "Success" or "Failure." It is to be remembered that our own individual

efforts are the sole cause for the word which characterizes our life's building.

It is astonishing to note with what indifference the average man or woman uses his or her body or mind to accomplish the daily tasks. If the machinery works, all well and good. If it does not, then there comes lament and regrets with an awakening appreciation of what health really means to us. The unfortunate thing is that the average person does not appreciate health until we begin to lose it.

Consider the human body and its many complexities. It is the most intricately and delicately formed organization which has ever been produced, and yet what attention is given by the average man or woman to the care of this delicate machine? Take a concrete example, the teeth for instance. Mr. Man gets up late, dresses and eats in a hurry, and may not even take time to care for his teeth properly. He finds after a week or so that he does not want to care for his teeth, and the habit is formed of neglecting them in the morning. Once having started the day, he does not think of his teeth again and such neglect in a comparatively short time causes regular visits to the dentist.

Now what should have been done and what results would have been accomplished? In the first place, the teeth should be cared for after every meal, for food collects in the intervals be-

tween the teeth, and being unremoved causes the teeth to decay. Consequently, the teeth should be carefully cleaned after each meal, preferably first using dental silk floss and then the tooth brush. A good dental preparation should also be used, as it assists materially in cleansing the teeth, besides having an antiseptic action.

Massage should be given the gums by giving them a vigorous rubbing with a tooth brush wet with cold water, which will promote the better blood supply to the part and give the gums greater firmness and resistance. The teeth should be cleaned three times daily, or after each meal, but

under no circumstances, no matter how tired you may feel, should one go to bed without washing the teeth. Many persons think that washing them upon arising is sufficient, but greater protection is given the teeth against decay by cleaning them before retiring. It is also important that prompt attention should be given at the least sign of any trouble with the teeth, by your dentist, and it is an excellent practice to go to the dentist regularly every six months for his examination and early treatment for beginning trouble.

The relation of good sound teeth to health is altogether too little appreciated. More and more we are finding



Residential Streets. Princeton Ky.



that many so called cases of rheumatism in which there may be inflammation of a knee joint or a hip, the real trouble originates in an abscess or an infection around a tooth. It may be safely said that the majority of cases of so called "rheumatic back" or of lumbago, are due to an infection in some other part of the body, such as the teeth, the tonsils or the nasal air spaces. Consequently it is important in treating any such condition that the cause of the trouble be located and treated. It is also extremely important that the teeth, which is the most frequent cause of this class of infirmity, should receive careful, daily attention, which will do much to prevent many cases of so called "rheumatism."

Care to the ears and eyes is another extremely important matter, and especially so for a railroad man and particularly one employed in the train or engine service. Care should be taken to keep the ears clean and with the beginning signs of any interference with the

hearing, necessary treatment should be obtained promptly. The eyes are of the greatest importance, and care should be given with reference to the daily use of them.

The cause of defective vision may originate in some other part of the body and not in the eyes themselves. It is, therefore, best to consult your physician first, in order to determine whether or not the services of an oculist are indicated. It is extremely important, if there is some defect in vision, owing to changes in the eye itself, that this defect should be corrected by wearing the proper spectacles or lenses. Spectacles in such cases prevent eye strain, which if continued increases the defect and has a tendency to seriously impair the vision, in many cases permanently. It is important that the eye-sight and hearing should not be neglected, but that early and careful attention should be given the beginning of any serious trouble of whatever nature.

Employees Are Reaping the Benefit of the Hospital Department and are Very Appreciative of Attention Received

Paducah, Kentucky,
August 4th, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
I. C. R. R.,
Chicago, Illinois.
Dear Doctor:—

I am writing you so that you may know that I continue to improve after being away from the Illinois Central Hospital at Chicago four months. At first, I was afraid that I had only obtained temporary relief, but now I am sure that I am perfectly cured.

The beneficial result which I have obtained is due to the fact that my case was diagnosed correctly when I came under the care of the Hospital Department, and the skill of the different members of the Hospital Department Staff in the handling of my case. No small part is also due to the nurses who attended me while in the Hospital. I shall always remember the Illinois Central Hospital with the kindest of feeling and all connected with it.

Again I wish to thank you personally and also the other members of the Hospital Department Staff in my behalf. Gratefully, I remain,

Very truly yours,

(Signed) F. M. Winters,
Engine Inspector,
Paducah, Kentucky.

Hospital Department

To All Concerned:

It is especially important at this time that each employe carefully safeguard his or her health because of the danger from epidemic colds, Influenza and Pneumonia. Therefore, carefully observe the following:

Keep your feet and clothing dry.

Have plenty of fresh air in your sleeping room as well as your working room.

Don't sit or ride in a draft of cool air.

Avoid crowds and congregating in groups, both in the office and places of amusement.

Get eight hours' good sleep each night and eat food that agrees with you. Do not eat too much.

If you have a beginning cold see the Doctor. A neglected cold frequently runs into pneumonia.

Carry a clean handkerchief every day in which to:

1—Sneeze

3—Cough

2—Blow your nose

4—Spit

Keep the hands clean by frequent washing as your hands are conveyors of disease germs.

Do not visit anyone suffering from influenza, pneumonia or epidemic colds.

Use individual drinking cups.

Arrangements are being made to vaccinate employes against these diseases, therefore, get vaccinated.

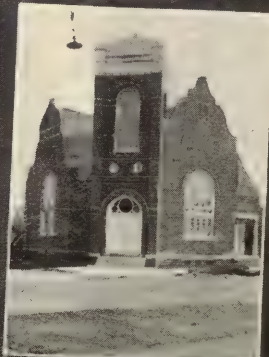
Protect others by observing these health rules, just as you will also protect yourself. Approved:

L. A. Downs, Assistant General Manager.

G. G. Dowdall, Chief Surgeon.



Churches - Princeton, Ky.



FROM THE LAW DEPARTMENT



REPARATION-AGREEMENT OF CARRIER TO SUBMIT CLAIMS FOR REPARATION TO INTERSTATE COMMERCE COMMISSION HELD INVALID.—In the case of **Edenton Cotton Mills v. Norfolk Southern**, Nor. Car., 100 S.E. 341, the court held that an interstate shipper who having paid a rate less than that provided for in the lawful tariffs paid the difference between the lawful rate and what had been charged him upon the railroad's promise to submit his claim for reparation to the Interstate Commerce Commission, cannot recover for the railroad's breach of such promise, the promise being void under the Acts of Congress and the damages being speculative because of the impossibility of determining how the Interstate Commerce Commission would have decided the case. The court said, in part:

"It all comes to this: That the carrier is bound to collect and the shipper to pay the published rates, even though the agent of the carrier has by his conduct caused the shipper to pay a lower rate to his prejudice in fixing the price of his goods, or in any other way.*****Ignorance of shipper as to the correct rates will not excuse him, and he should not rely on representations of carrier or his agent as to them.*****The cases show how strictly the courts have required carriers and shippers to live up to the letter of the law enacted by Congress for the purpose of exacting rigid compliance with the main intention, that there should be no favoritism or discrimination, and no unfair competition, in the form of rebates, or by other methods of business.*****If defendant can be compelled to pay the difference by an action in court, it can pay it just the same without such an action; that is, voluntarily. All it will have to do, then, in order to circumvent the act and give the plaintiff what is, in effect, a rebate, is what has been done here—contract to render services in obtaining reparation for the amount paid in excess of the mistakenly supposed rate, and then refuse to perform the contract and instead pay the damages."

PUBLISHED TARIFF RATE—ERRONEOUS CONSTRUCTION OF TARIFF DOES NOT AVOID APPLICATION OF—In the case of the **Lakewood Engineering Co. v. N. Y. C.**, C. C. A. 6th Cir., 259 Fed. 61, it appeared that the Engineering Co. was shipping to Europe portable railway track in sections. The tariff provided that portable railroad track in sections should be classified 5th class, 22.4c per hundred pounds. There was a commodity rate of 10c per hundred pounds on new iron and steel rails and iron and steel railroad cross-ties for export. With a view of obtaining the benefit of the commodity rate the shipper did not completely assemble its sections. It did not attach to the rails the plates and bolts, but the remainder of the product in sections of various lengths was continuously shipped in the imperfectly completed form. About 100 cars, after an inspection had been made by the carrier's representative, were shipped at the lower rate, but later it was determined that the class rate applied. Suit was brought to recover the undercharges and the court said:

"It is next said that the shipper always has the choice whether to ship an article set up or knocked down, and that named articles do not necessarily lose their identity because they have been fastened together. This is true enough in many cases; the trouble here is that, by being fastened together to the extent and in the manner employed, that they at once pass over into a more appropriate classification that is waiting to receive them. These rails and ties ceased to be merely rails and ties; they were the raw materials which had been fabricated into something else.

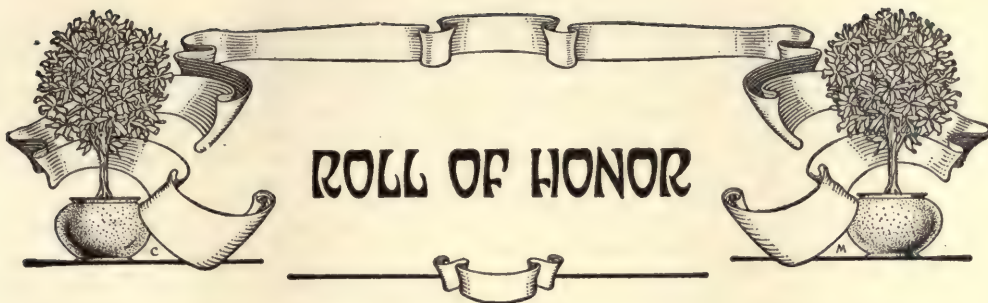
Th third contention on the part of the shipper is the only one which, to our minds, is seriously forceful. It is that the railroad and the shipper were the two parties to this contract, and that both of them for a considerable period of time adopted and carried out a construction whereby this freight was to be treated under the commodity tariff. The familiar rule of practical construction by the parties is appealed to. If the matter were wholly one of private contract, it may be that this interpretation by the parties would sufficiently raise an issue of fact. We do not undertake to say; but there is more here than a merely private contract. A duly published tariff, in many respects, approximates a statute. Parties have no power to vary it by their express contract, much less merely by those implications arising from their contract. Severe penalties are provided for its infraction or for any differential treatment of different shippers; and it cannot be permitted that the conduct of the railroad, by different agents at different times, should cause a tariff to mean one thing for one shipper and a different thing for another. We have no occasion to deny that there may be cases of ambiguity where a general or universal course of conduct may support one or the other construction; but in this case we think it the duty of the court to ascertain and declare the true respective meanings of these two tariffs as applied to the article here shipped, and we think the court below right in its disposition of the matter."

INCREASE IN RATES—BURDEN OF PROOF—DECREASE IN LIABILITY. In the case of **Northern Potato Traffic Asso. v. Chicago & North Western Ry. Co.**, 53 I. C. C., 100, the Commission said:

"The burden of proof to show that an 'increased rate or proposed increased rate is just and reasonable' if made after January 1, 1910, is upon the carrier proponent. A rule narrowing the carriers' previously acknowledged liability for loss and damage is akin to an increased rate. The burden therefore rests upon the carrier to show that the narrowed liability is just and reasonable. This burden of proof the carriers have not sustained. **Washington, D. C., Store-Door Delivery**, 27 I. C. C., 347; **Merchants & Manufacturers Asso. v. B. & O. R. R. Co.**, 30 I. C. C. 388."

TWENTY-EIGHT HOUR LAW—DUTY TO FEED IS A UNITARY ONE AND MAY NOT BE DIVIDED BETWEEN CARRIER AND SHIPPER. In the case of **Pennsylvania R. Co. v. Swift & Co.**, (C. C. A.) 258 Fed. 289, the court held that the Twenty-eight Hour Law does not contemplate a divided, dual duty, but a single unitary one to feed and water cattle in interstate transit, and that a shipper may not escape liability for a part of the feed so furnished by the carrier under government inspection, because the shipper placed a part of the required feed in the car without such inspection, prior to shipping. The court said that the owner primarily has the right to perform the duty of feeding and watering the stock; or, if he does not assume the duty, the railroad must, but to hold that the duty was a divisible one will result, not only in neglect of the cattle, but in the absence of that governmental inspection of the cattle in transit, which safeguards them

from unnecessary suffering, and that a shipper cannot hamper the railroad with conditions, or by any voluntary part performance on its part add to or detract from the railroad's obligation to perform the statutory duty in its entirety.



Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
Harry D. Taylor,	Conductor	Chicago, Ill.	37	8/31/19
Anthony Pickart,	Engineman	Chicago, Ill.	43	8/31/19
Henry E. Davis,	Engineman	Dixon, Ill.	38	8/31/19
Allan J. Jorgenson,	Train Dispatcher	Fulton, Ky.	33	7/31/19
James Murphy,	Crossing Flagman	Dixon, Ill.	19	8/31/19
Levi Ramer (Col.),	Station Porter	Jackson, Tenn.	18	2/28/19
Nathaniel W. Farr,	Section Foreman	Hamburg, Miss.	18	8/31/19

Meritorious Service

Chicago Terminal.

Ticket Agent W. J. Kerrigan, Flossmoor, has been commended for discovering and reporting bad spot in track four, south of Flossmoor Station, Oct. 26. Section Foreman was notified and defect remedied.

Crossing Flagman James O'Keefe, has been commended for discovering and reporting broken rail on east-bound mail line, South Chicago District, at 78th Street, Nov. 8. Necessary arrangements were made in order to prevent possible accident.

Operator H. D. Gidinhagen, Hawthorne, has been commended for discovering and reporting fire on roof of baggage car 794, train 35, Oct. 24, passing Hawthorne. Train was stopped and fire extinguished, thereby preventing property loss.

During October the following suburban trainmen and gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands:

Conductor, G. Bosson.

Gatekeeper, Minnie Breen, Margaret Moore, A. McCurdy.

ILLINOIS DIVISION.

Section Foreman Andy Friend, Odin, has been commended for discovering two pieces of wheel flange on waylands near

Odin and immediately reporting the matter to the Chief Dispatcher with the result that the car from which the flange had been broken was located in extra 1608, south, passing Odin. Defect was remedied, thereby preventing possible accident.

Conductor H. C. Flora, Fordham, has been commended for discovering and reporting E. I. W. 1267 without light weight stenciled on same, Oct. 22. Arrangements were made to have car stenciled.

Conductor Wm. Myers has been commended for discovering and reporting C. R. I. & P. 35563, extra 1595 south, with bent angle. Dispatcher was notified, and car was set out and new wheels applied, thereby preventing possible accident.

Operator-Leverman R. C. Burt, Arcola, has been commended for discovering piece broken out of rail on north bound main at Arcola in Vandalia Line crossing, Nov. 14, flagging No. 8 and extra 1869 in order to prevent possible accident. Section men were notified in order that repairs could

Conductor E. M. Winslow, on train No. 23, Oct. 24th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. S. Weigel, on train No. 24, Oct. 25th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

SPRINGFIELD DIVISION.

Switchman J. R. Williams has been commended for discovering broken arch bar on P. R. R. 101833, in 182, passing through Decatur Yard, Nov. 7. Train was stopped and defect remedied, thereby preventing possible accident.

INDIANA DIVISION.

Conductor J. W. Knight, on train No. 222, Oct. 13th, lifted trip pass account having expired and collected cash fare.

TENNESSEE DIVISION.

Conductor J. W. Arnold, train No. 2, October 1st, lifted term pass account being in improper hands, and collected cash fare.

Conductor J. O. Robertson, South Yard, Paducah, has been commended for discovering car of logs in dangerous condition in extra 1607 north, passing Boaz, Oct. 29,

and potifying conductor in charge of same. Car was set out and defect remedied, thereby preventing possible accident.

Fireman G. A. Hohn, Jackson, Tenn., has been commended for assisting train crew on train 10, Oct. 30, in connection with draw bar out express car G. F. & S. 270, south of Cades.

Conductor J. E. Nelson has been commended for assistance rendered when a passenger was taken suddenly ill.

Train Porter Taylor Twigg, Cairo, Ill., has been commended for action taken while on train 3, Nov. 5, Cairo Bridge, thereby preventing possible accident.

NEW ORLEANS DIVISION.

Conductor M. J. Moody, on train No. 12, Oct. 21st, lifted term pass account being presented for transportation of passengers not entitled to transportation thereon and collected cash fares.

Conductor R. E. Cook, on train No. 15, Oct. 22, lifted term pass account being presented for transportation of passengers not entitled to transportation and collected cash fares.





Office of the Assistant Federal Auditor.

The assistant federal auditor's office gave a dance at O'Hanley's Hall, 65th and Cottage Grove Avenue, Saturday, November 15th. Program follows:

Illinois Central Railroad Dance Given by the Ass't Federal Auditor's Offices, Saturday, November 15, 1919

1. Fox Trot—Assistant Federal Auditors.
2. Two Step—Bills for Collection.
3. Waltz—Saturday Morning Drag.
4. Fox Trot—Inter-road Rag.
5. One Step—Liberty Bond (Tag).
6. Fox Trot—Five O'clock Getaway.
7. One Step—Charges in Litigation.
8. Two Step—Charges in Litigation.
9. Fox Trot—Pay Day.
10. Mess Call—Mad Rush (Robbers).
11. Two Step—Prior and Current (Ladies Choice).
12. Waltz—Trial Balance Drag.
13. Fox Trot—Journal Entry Rag.
14. One Step—Hospital Dept. Drag.
15. Waltz—Home Sweet Home.

It is needless to say that it was a success because it is our boast that our office has as congenial an office force as any of the general offices. Not that we are conceited, indeed we are not, as conceit is very unbecoming to a smart social set like ours.

The dance started at 8:30 and ended at —SHHH—whisper it a few minutes after 12:30. The grand march was lead by Mr. William Helander and Miss Grace Pedderson (the latter also answering to the name of Helander since November 22nd), and allow me to state with the utmost sincerity that it certainly was a grand grand march (doesn't that "utmost sincerity" part sound high and mighty?).

The balance of the evening was spent by everybody showing everybody else how well they could fox trot, one step—'n—'n, you guess the rest. If it's said boldly—the valiant body guards of modesty, etc., known as censors, may cross it out, and sav with eves piously uplifted to Heaven—"What is this world coming to."

After various rounds of the above mentioned indoor sport—sponge cake and ice cream was served, excellent sponge cake

by the way, which was recommended by a committee composed of several men from the B-C department.

In the first part of January we are expecting to give another dance on a larger scale, engaging a larger orchestra and hall, and will strive harder to make it a bigger success. At this dance we hope to have more of the other offices represented and will announce the particulars later in this column.

During the last two weeks two of our girls have embarked on that good old ship "Matrimony," to which Dan Cupid is an efficient captain, which necessitated our learning to call Miss Grace Pedderson Mrs. Helander and Miss Marie O'Connor Mrs. Ernsshaw.

CHICAGO TERMINAL SHOP NEWS

The Clerical Forces of the Master Mechanic and Shop Superintendent Departments at Burnside crossed bats with the Roundhouse Force at Burnside in a seven inning indoor baseball game during noon hour on October 28th in the shop yard—the final score being 8 to 1 in favor of the Clerical Force.

It was a very tight game up to the last inning when the Clerks scored seven runs, and made a farce out of the game much to the discomfort of the Roundhouse Forces. One of those old time batting rallies having been staged. Many brilliant plays were made particularly on the Clerk's team. Ten hits were secured by the Clerks, majority of which came in the final inning, and accounted for the big score made. The Roundhouse Force were held to four hits through the brilliant pitching of Joseph Hunter. The Clerks' were opposed in the box by William Pleva, who gained considerable notoriety through his good playing while in Military Service.

The employes in the Office feel proud over winning this game as the Roundhouse team had beaten everything in Burnside up to this time and had been playing the game all Summer, whereas the clerks, many of whom are old timers at the game, were brought together for this one game.

SIXTY-THIRD STREET GENERAL OFFICES

By G. A. Riggs

AUDITOR OF STATION ACCOUNTS

Competition in railroading is one of the greatest mediums for "speeding up." It sets the drive wheels in motion and keeps them moving.

Metaphorically speaking, if you learn to use a plane instead of a hammer, the path will be smoother for yourself and others. Try it.

Eighteen years ago the Illinois Central Railroad celebrated its Fiftieth anniversary and had a banquet in honor of same. They gave service medals to all those who had been in the service one year or over. We have in our department at the present time only three persons who were employed with the company at that time, L. B. Butts, Auditor of Station Accounts, S. J. Lawshe, Chief Clerk, and W. R. Comstock, Traveling Auditor. Mr. Comstock still has in his possession *Leslie's Weekly*, dated April 13, 1901, giving a very descriptive write-up of the history of the road, also showing a picture of all the employees attending the banquet at the Auditorium.

There are many kinds of the so-called "germs" in the atmosphere in and around our office, some from "Germany" and others of the special species of microbes from "Ireland." All of these and many other blending types of bacteria do not seem to disturb the tranquil repose and harmony which now prevails. The reason is very plain, when knowing we have another "germ" within our sanatorium that carries a distinction of its own. We are all very susceptible to it and while under its influence we have no fear from discordant "atoms." The most powerful and irresistible germ in question is one of love, that plays on heart strings of its likeness and has found a happy abiding place in two special personalities in this office, one being a distinguished gentleman with a title and the other is one of our popular ladies, who listens all day to the echoing voices of many men's dictation through the dictaphone. She will soon recognize only one voice, but it will not be through a transcriber, it will be the original voice face to face. Their engagement is no secret within the "fold," but on account of a special request from the party of the first part and also of the second part, no names will be mentioned in our first chapter of this drama. This much can be said, however, that before you hear the Merry Christmas chimes with their appealing tones for "Good Cheer and Peace on Earth, etc.," the contracting parties will have received that greatest gift of all which unites their two hearts as one. Many officials will be very

much interested when the names are announced. Also their many friends and relatives in the vicinity of Champaign and Kankakee will be agreeably surprised. At this early date he has changed his boarding place from the West side to the South side, and also engaged our friend "Andy Gump" to assist him in looking for an apartment.

W. H. Lawshe, Traveling Auditor for Chicago Terminal, has transferred with G. W. Swanson, who was Traveling Auditor of the Louisiana Division. It is understood that Mr. Lawshe will make his headquarters at McComb, Miss.

Miss Catherine Coyle (stenographer for Chief Clerk) with a number of the other girls, went shopping. There was nothing strange about that, but when the joke "leaked" out it proved to be thusly: She saw a very large sign reading "Automat." This was a new one for her, so she went in and got two nickels for a dime. She went clear around the room reading the signs of the many good things to eat, finally stopped at the one marked "Milk 5c." She said, "That is just what I want," and reading further, she saw the sign "Drop a nickel here," which she did, with the result that the milk came gently flowing out and running down the waste pipe. She said, "Why, I thought a glass of milk would appear."

H. E. Foskett, surprised the force about the 15th of November when he brought to the office a sample of pear blossoms from his tree. He resides at Homewood and has a variety of fruit trees, also many other good things that are raised on a farm, where profiteering is unknown.

Helen Cowles has been promoted to position of dictaphone operator. Hard as it may seem she will now have to listen to other people talk.

Helen Northorp, the expert card shuffler (Fidelity Bond Cards) is visiting in Dallas, Texas. Many are awaiting her return for information from the front in regard to minor "water stocks," etc. She is going to have surprising news for us.

H. J. Park was appointed Assistant Traveling Auditor the first of November, headquarters at Chicago. It is hoped by "E. N. S." that he will "O. S." occasionally.

Miss Margaret Vanderlinden returned from Jacksonville, Fla., where she was visiting friends and relatives for two weeks. She collected many souvenirs, one of which was a spoon (?), she gave it as well as its charm to Edna Nelson.

Joseph L. Murphy, "the boy wonder," was stationed on the second round of the ladder for some time. He became too heavy for this position and the round broke,

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke—Cinder—Alkali Dust—Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

but he did not fall, as he promoted up another round of the ladder to his new position on the Interline Switching desk.

Clarence "Andy" Moody, president and general manager of the "Ocaf Athletic Club" (meaning our Club always first) needing a little Christmas fund for the Club started a raffle with 500 tickets at 10c each, the one holding the lucky number gets as much as \$5.00. He was very successful in his first adventure with this innocent game of chance.

Misses Goe, Treacy, Anderson and Powers have recently been studying literature regarding Women Suffrage. As they have reached that age of independence it would be well for certain parties to keep in the the background.

Through these columns a great deal of interest is being manifested among the employees throughout the building and for this reason it has been requested to obtain news items from all of the departments.

OFFICE OF FREIGHT CLAIM AGENT

The Loss and Damage freight claim department are doing a volume of business at this period, especially in the handling of fruit and other perishable claims. Their records are kept up to date and every effort is being made by Freight Claim Agent Mr. B. D. Bristol, with his efficient assistants to expedite the movement of all claims. The voucher department is wide awake and keeping pace with the worthy investigators.

Mr. Buck, former Chief Clerk, enroute for his home in Florida, payed this office a very pleasant visit and all were delighted to see his happy smile again. He said Florida was the garden spot of the globe.

Thos. H. Gladney, Traveling Freight Claim Agent, recently returned from his nut farm in New Orleans. He had a good many new kinds to crack.

The social event of the season will occur about the 5th of December when the shining "stars" will meet at the office with their dear friend "male planets," thence to the Woodlawn Cafe, and thence again to the Merigold Gardens, where they will dance, eat, drink (water) and be merry, during the eclipse of the solar lights.

The girls say the ventilating system is some system, together with the regulating of the steam bringing that vapor bath effect

every morning about 9 o'clock. There have been no complaints from the men along this mysterious effect.

Florence McNeil has a brother—there are many other girls have brothers, but not like unto this one. He was born November 20th and named Robert Burns McNeil. Congratulations; and may he grow and be as good looking as his big sister.

There is only one "Alma," she stands alone, needing no background for posing. The eyes that charm wild animals and natives of the jungle and also pacify the model man can be found in our "baby vamp," as she is named.

Elizabeth Link, as she is known at the present time, very faithfully performs her work at the voucher desk. There is a rumor that "Ed" will soon come and put in a claim and he will want it paid at once. Then she will say goodbye to railroading.

Miss Larkin is the "fashion plate" in the latest design of hair dressing, which makes a beautiful setting for the admiration of our "Earl."

Daniel Downs thinks the lunch hour is too short as he has many things in common with his new chum Agnes M.

Talking about "twin souls," "affinity," and other subjects of the higher order, Tom Gladney is to be congratulated for being born under that lucky star which has brought the influence of Dorothy Edwards' personality.

AUDITOR OF FREIGHT RECEIPTS

A. D. Henderson, together with his right hand man, Mr. Joe Keating, are speeding up in the tracing department in view of having everything up to date before the time of "turning over."

Mr. H. L. Larson, Secretary to General Auditor of Receipts, has moved his desk from the ninth floor to the seventh, in order to be more convenient for him in disposing of the volume of business that is handled daily.

A. M. Squire and Wm. Giescke, soldiers, who were in the service in France, have returned and are back on their jobs. They had many very interesting experiences.

J. F. Rohrbacker, has purchased a diamond ring for a party outside of "our fold." No further information can be obtained. From his continued smile it would indicate that all is well and the time is not far distant.

Johnnie Glenn looks well dressed up with a wrist watch. We trust he will not lose sight of the time when to eat.

Miss Agnes McMarrow in her new position and revolving chair has everything at her command. Systematizing in the arrangement of her work is noted in all her movements.

Nellis Keating has an eye and disposition for good company. Her constant ap-

plication along this line has brought much pleasure to her when in the company of our friend Geo. Bowman.

Minnie Puff has returned from a short visit at Niagara Falls.

Girls get your hair done up good at home for the day, as the washroom cannot be used for such purposes in the future.

CAR ACCOUNTANT

Mr. J. M. O'Day, car accountant, is putting in many strenuous days during the coal strike in order to keep in touch with the movement of coal cars. He has transferred fifteen clerks to the office of the General Superintendent of Transportation to keep the coal distribution up to date. It is rumored that these clerks that were transferred like the atmosphere around that office so much they have no desire of returning to their "happy hunting ground."

The snowbirds may sing during these cold winter months, "It is a long lane that has no turning." There is a turning point for all things, so we feel safe in saying, from evidence at hand, that our Chief Clerk, Mr. Stokes, has begun to feel the influence that touches the heart strings for one special dear friend of his. Cheer up, it will not be long.

G. T. Bowman is in the hospital having his tonsils removed. We hope the melodious sound of his voice will remain the same.

The inevitable always happens when Cupid makes up his mind to do things. Two years of faithful service as record clerk has made her a very proficient employe—her "records" are clear. This refers to Miss Eleanor Dickson, who will leave the service December 1st to take a long and happy journey commencing December 6th. Mr. George Smith, rate clerk

at Fordham, will be the fortunate Cupid to have picked one of the rare flowers from our office force, which bloomed every day of the year. They both have many friends in railroad circles, who will rejoice with them in the step they have taken. Two weeks of their honeymoon will be spent in Florida. Congratulations from all.

It is rumored that our friend, Miss J. Tongren, per diem clerk, will resign her position soon. Our loss will be her gain, as she is going to continue running a per diem record of her own. The party she will keep a life record of is not known, but it is said he is O. K.

AUDITOR OF PASSENGER RECEIPTS

F. H. Pierce spent a few days of his vacation hunting in the wilds of DeKalb, Ill., and bagged thirty-one rabbits and one other animal which is famous not for food but for perfume or odor.

Miss Grace McKenzie, typist, has resigned on account of ill health. In the service two and a half years.

Mr. Jos. J. Chalup, who served 18 months with the 27th Infantry in Khabarovsk and Verkne Udinsk, Siberia, has returned to a position that was waiting for him here. Readers will recall the many interesting letters from Joe that have been published in the Magazine from time to time.

Miss Margaret Wooten has resigned to accept a position as teacher in a country school in Alabama.

Mr. Ed. J. Simon has returned from his honeymoon in Florida. Still "moonin'," Ed?

Miss Gladys Phelan has gone to Clinton, Ill., to be bridesmaid for a chum. Rehearsals of this nature will be of great advantage some day.



Twenty-first Street, Mattoon, Ill., Parls Cox, Watchman.

INDIANA DIVISION

We told you so! Accident Prevention Drive, Indiana Division 100 per cent.

On Friday evening, Nov. 14th, in the Assembly Room of the Mattoon Public Library, was held an Explosive Meeting, conducted by Colonel Taylor, at which both the Big Four and Illinois Central Roads were represented. Stereopticon views were had, during the discussion on explosives and inflammables, and an interesting meeting was enjoyed by those present.

To "those persons" in Chicago offices who have at times expressed themselves as always having imagined Mattoon as "a box car siding," we suggest they secure a copy of the last issue of the I. C. Magazine, which features our city, then "read and grow wise."

W. O. Heuring is our new claim clerk, vice C. J. Walker, who returned to Newton, Ill., in his former position of operator.

Kenneth Holmes, clerk to supervisor B. & B., Mattoon, gave us all a surprise on Oct. 28th when he and Miss Rea Willis were married. Miss Willis was formerly with the Illinois Central, having been stenographer to Mr. W. G. Arn, when he was roadmaster, Indiana Division, having resigned to accept a position with the Central Illinois Public Service Co. at Mattoon. Our very best wishes to "Kenny and Rea." Conductor Mike O'Dea is contemplating a visit to Miami, Fla.

On Nov. 19th, a Special consisting of seven cars was run to accommodate the Greater Terre Haute Club, a bunch of "boosters" going thru what they term "The Wabash Valley." On Indiana Division, they stopped 25 minutes at Olney, 15 at Newton, 15 at Greenup, 30 minutes at Toledo, 40 minutes at Mattoon, when they left on Illinois Division for Arcola. In a few days they will be delivered back to Indiana Division, I. C. by the Big Four at Robinson, then delivered to the C. & E. I. at Sullivan, Ind.

D. G. Nichols, conductor, Indianapolis, came to Mattoon Nov. 14th to attend the Explosive Meeting.

A Special was run from Palestine to Springfield, Ill., Nov. 19th for the Odd Fellows.

Asst. Chief Clerk Earl McFadden accompanied the Odd Fellows Special on Nov. 19th. Earl is going to see that everything goes all right.

Some of Mack Sennett's "bathing beauties" (of the movies) visited a local movie theatre one night last week. We understand they are even better looking than on the screen. Those having any doubt about it are referred to Harry Siebert, who knows.

"All things come to those who wait." Car Distributor Knight wonders if this applies in the case of "stock cars."

Chief Dispatcher Keene (as well as others) is thinking of buying a "Stutz." Happy Thot!

The up stairs office advises us that Operator Cockran started chasing rainbows, and found the "pot of gold" too.

Albert Gustafson, brakeman, says he doesn't mind the "hog law" if it catches him at the right station, for instance, Sullivan.

Paul Dunifer is back on the job as call boy—better stay with it, Paul.

Mrs. Laverne Mitchell, file clerk superintendent's office, spent a week end in Chicago recently.

KENTUCKY DIVISION

Trainmaster Downs and Traveling Engineer Ryan attended Southern Lines Loss and Damage meeting in Memphis this week.

Messrs. Dodge and Lindrew held a fuel meeting in Princeton one day last week.

Dispatcher W. L. Bennett has been on the sick list this week.

General Superintendent Egan was through Princeton today enroute to Louisville.

Hugh J. Hunsaker, who has been in the accountants' office in Louisville, is back on his old job, with Engineer Harris at Claxton.

Agent Blades has been home for the past few days with grip.

Miss Gertrude Maxwell, message operator, and Operator R. F. Cocke attended Shriners' meeting in Owensboro last Tuesday.

Conductor Webster is on the Uniontown Branch this week. Conductor McCulley is off attending court.

Chief Dispatcher Taylor was at Morganfield a couple of days this week attending court.

Traveling Engineer Ryan passed through Princeton Thursday "enroute Morganfield."

Engine Foreman F. R. Pickering and wife spent Monday in Paducah shopping.

Misses Sudie Cash and Katherine Dufficy are spending week end in Chicago. They are true believers of doing your Christmas shopping early.

Local Office Happenings, 12th and Rowan Street, Louisville, Ky.

Mr. R. H. Pinkerton and Mr. S. M. Fitch, Traveling Car Agents, made check of the Louisville station on October 14th and 15th.

Mrs. Maud Seiler, Asst. Per Diem Clerk, left for Ranger, Texas, where she will join her husband who is engaged in the oil business.

Mr. J. C. Glenn, Check Clerk, was indisposed for several days but is at his post of duty again.

Stifel's Indigo Cloth

Standard for over 75 years

STIFEL
REGISTERED

This Baltimore & Ohio "Royal Blue" engineer, Mr. Charles Broll, wears and swears by "true blue" Stifel's Indigo Cloth road clothes.

Since the time of the first railroads strong, sturdy, fast-color, never-break-in-the-print Stifel's Indigo has been the popular garment cloth for railroad men.

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We had with us on October 20th Mr. C. W. Titus, Special Accountant, Chicago, Ill.

Mr. T. Lynch, Foreman, representing the freight houses, and Mr. A. H. Morton, representing the Local Office, attended the Safety First meeting which was held at Oak Street station on Friday morning, October 17th.

Wm. Heffernan, Joseph Laufer and Richard Daniels visited at Elizabethtown, Ky., on the 18th.

Chief Bill Clerk Mr. A. W. Gross, has returned to his duties after being absent a few days account of illness.

Assistant Foreman at the Inbound house, Mr. E. S. Stout, returned recently from Baton Rouge, La., where he spent his vacation.

C. A. Miller, H. G. Schoenlaub and A. Buchold, of the Claim Department, were in St. Louis, Mo. Sunday, October 19th.

Former laborer S. A. Fisher, was promoted to the position of Check Clerk.

October 29th Mr. J. K. Johnson, Claim Agent at Princeton, Ky., paid us a brief visit.

Car Recorded Clerk Walter Smith, was in Cincinnati Sunday, October 12th.

Chief of Revising Bureau here, Mr. A. H. Morton, has been confined to his home for several days account of illness. We wish him a speedy recovery.

Mr. Walter Miles, Storage Clerk, visited Bloomfield, Ky. Sunday, October 19th.

Expense clerk, Mr. Ernest Metz, has returned after a brief illness of a few days.

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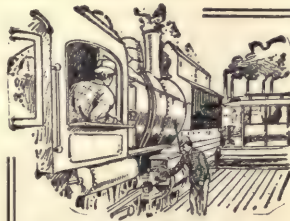
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Mr. Wm. T. Gladney, Traveling Freight Claim Agent, was here on November 10th making some claim investigations.

TENNESSEE DIVISION.

W. W. Claypool spent November 10 in Chicago attending the first re-union of the Second Division Association.

W. A. Boyd, accountant in the superintendent's office, spent November 15 and 16 in Murphysboro.

Booney Ryan and Ray Rooney, clerks in the superintendent's office, attended a dance at Laniers, Memphis, Saturday night, November 15, also visited friends there.

Miss Lois Covington visited in Memphis November 2.

Timekeeper P. M. Newhouse was absent from his duties on account of illness, November 11.

Mr. Joe Albritton made his usual Sunday visit to Dyersburg, November 16.

President C. H. Markam made the Tennessee Division an official visit in November.

Superintendent J. W. Hevron returned from Evansville where he was called to attend the burial of a near relative.

Ask Punk Butterworth about the price of swede shoes. Shame on you Punk for taking a young lady out driving and running off in a ditch, then making her get out in the mud and ruin her shoes. Practice a bit, be a better chauffeur, or leave the ladies swede shoes at home.

Robert Witty spent Sunday, November 16, in Memphis.

Switchman H. Paul Workman visited friends in Haleyville, Ala., and Jackson, Tenn., November 16 to 18.

Accident Prevention Drive closed October 31, with only one injury out of 2,864 employees, or 99.96-100 per cent perfect.

Special Agent George Ryan is on his annual vacation.

Electrician T. A. Johnson is enjoying his annual vacation.

Supervisor J. M. Jackson and wife, of Covington, Tenn., have been enjoying a nice vacation in and around Sharon, Tenn. Wonder why he decided on such a long trip?

Mr. P. P. Pickering, chief clerk to the roadmaster, has been courting for several days. I thought such days as these were over with him and I know his wife *knows* they are.

Miss Ethel Smith, stenographer in the Road Department, says she thinks her position is most important of them all, for when rolling starts, it begins with her every time. She says she thinks she will go to

Oklahoma and leave this position. Why?

Mr. L. H. Howard, clerk to Superintendent Dyersburg is spending his vacation in Oklahoma. He is being relieved by Gus Meachem.

Miss Kathrine R. Hodges, agent, Pierce, Tenn., visited in Memphis a few days ago. She says Memphis is almost as large as Pierce, but not near citified as her home town.

Miss Kathleen Lovier and Mrs. E. E. Mount spent an afternoon in Cairo, Ill., last week "Sugar Shopping." If ladies can't find one thing to go shopping for they hunt another.

Miss Jones Irvin, operator, Fulton, is spending several weeks with relatives in Paintsville, Ky.

Mrs. L. Castlebery, clerk in the Road Department, spent the past Sunday with relatives at Ballard Junction.

L. B. Ryan, clerk, B. and B. superintendent, makes frequent trips to Memphis of late. Ask him why.

Electrician Ed Burge stole a march on his many friends last month by taking unto himself a wife. The "unfortunate" lady was a Miss Parker from the city of Martin, Tenn. After a very pleasant trip honeymooning to some of our northern cities, they have returned to Fulton, where they will make their future home.

Here's to you, Ed. May your troubles all be little ones.

On October 29 almost the entire city of Newbern, Tenn., was completely destroyed by fire. This composed the I. C. passenger and freight depot and a couple of box cars. Agent Milner took refuge under the water tank.

The origin of the fire has not as yet been determined, but Trainmaster Williams is of the opinion that same will be traced back to a match. Mr. Hurd is not inclined to lay the responsibility entirely upon the match and he believes the man that made the match is partly to blame.

Mr. Milner feels that a match is a mighty little thing to cause so much damage, but remembering the old adage: "That little things make big ones," is possibly true that the match is responsible for the fire.

Employees at Fulton in order to reduce the H. C. L. are working like — and co-operating with each other in a co-operative grocery store, recently organized by them.

The boys have gone into the matter in dead earnest with a capital stock of \$15,000 and 300 stockholders. Each share of stock is \$25. It is the intention to sell groceries at a very close margin, making a small per cent on the investment.

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ton to handle the business, who is Mr. J. A. Underwood. The store carries a most up-to-date and complete line of groceries, produce, vegetables and fresh meats.

Since that good-looking cashier has been employed the men all take it upon themselves to make the grocery orders, instead of leaving it to their wives as heretofore and they don't telephone the orders, instead you will find them, when off duty, at or as near the cashier's desk as possible.

Messrs. John Melton and S. J. Morris, of the magazine, were in to see us the other day with a view of getting a writeup of the best town along the Illinois Central lines, Fulton, Ky.

We have often told people this was the best town in the world, and now we are going to show in print reasons why we make this statement. Watch for this writeup and if you don't agree with us, the drinks are on you.

Embargo Clerk Dave Ligon says it is about moving day again with him. When he started keeping house, it was the understanding, he thought, that he would make the fires in the summer time and his wife in winter, but instead of this he has been having to make the fires just the same since the weather turned cold, therefore, he is going to board with some one who furnishes heat without effort on his part.

We are glad that Tonnage Clerk Enloe West got a good brand of hair tonic last time, which made his hair grow sufficiently that it is not necessary for him to wear his hat in the office. We never did like his hat any way, but ever since Enloe went automobile riding some months ago, he has persisted in wearing his hat in the office.

We like Claim Clerk Johnson, but oh, that striped neck tie. "Sho' nuff" Bob, where did you get that tie?

Engineer J. B. Good and wife are the guests of relatives in Toledo, O.

Mrs. V. R. Williams is visiting relatives in Cowan, Tenn.

Mrs. J. W. Anderton spent a few days in Nashville last week.

Mr. D. L. Reagan, Corporation Representative, visited Jackson shop on Nov. 19th.

Mr. O. B. Wood, Traveling Auditor, paid Jackson a short visit last week.

Supt. Motive Power, Mr. R. W. Bell, accompanied by Messrs. J. F. Raps, L. P. Streeter, Lee Robinson, E. N. Harding and F. B. Barclay, spent Nov. 19th at Jackson shops.

It is rumored that Traveling Engineer Harrington is going into the produce business as he was seen to get off No. 5 the other day with ten dozen eggs and seven

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pounds of butter. It is understood that he is buying at stations where there is no telegraph office and evidently do not receive the Market Quotations.

Iowa Division

FORT DODGE, IOWA, BOWLING TEAM WANTS A GAME

The employees of the Illinois Central

offices at Fort Dodge, Iowa, have organized a bowling team and wish to challenge any bowling team on the Illinois Central system to a game or series of games to be played on Sundays at Fort Dodge, or any other point desired.

Anyone wishing games please communicate with M. T. Steiner, manager, Illinois Central Bowling Club, Fort Dodge, Iowa.

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R. J. CARMICHAEL

Mr. R. J. Carmichael entered the employ of the Illinois Central Railroad July, 1897, as clerk in office of general passenger agent, and served successively as passenger agent, travelling passenger agent, city passenger agent, district passenger agent, and division passenger agent. February, 1918, transferred to the transportation department as instructor of passenger train and station employes, which position he now holds.

ILLINOIS CENTRAL

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No. 7

UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

WONDERFUL TROOP HANDLING

The Troop Movement Section has won high praise for the smoothness and efficiency with which it has operated, in spite of the tremendous problems faced.

From May 1, 1917, to December 1, 1919, 15,724,058 men, either just drafted or in uniform, were handled, the average being 507,421 a month, the maximum moving July, 1918, when 1,147,013 men were handled. These men were carried the equivalent of nearly seven billion miles for one passenger.

To handle this tremendous business 315,367 pullmans, coaches and baggage-cars were used; 25,909 special troop trains were run an average distance of 759 miles, with an average number of men per train of 424; 4,109,327 men were carried in pullman cars and 11,614,731 in coaches. Scarcely an accident marred this wonderful transportation record.

The average distance that drafted men were carried to camp was 388 miles, and the largest number handled to a single camp was 138,349, who were sent to Camp Lee, Va.

In transporting these men to seaboard the largest movement occurred in August, 1918, embracing 306,741. Sometimes entire army divisions of 28,000 men were moved at a time. To move a division requires 62 trains, 707 pull-

mans (or 622 coaches), 62 kitchen-cars and 62 baggage-cars. Some of these trains were moved solid 3500 miles across the continent.

Eighty per cent of the men were sent overseas through New York, twelve per cent through Newport News, and a number through and out of Canada.

Four million men were called to the colors, one-half of whom were transported across the Atlantic. Immediately upon the signing of the armistice plans were made to demobilize as many as possible of the two million men who had not gone overseas. They were discharged at the camps at which they were located, all necessary arrangements being made for extra equipment on regular trains and for special trains for their prompt and comfortable movement home.

The overseas return movement began in December, 1918, during which month approximately 75,000 men were returned through the ports of New York, Newport News, Boston, Charleston and Philadelphia. The return movement gradually increased until the maximum number was reached in June, 1919, when 343,000 men were handled. This number exceeded by over 36,000 the largest number embarked for overseas service in any one month. At certain periods over 170,000 of our men were on the sea at one time. The number returned

from overseas to December 1, 1919, totaled 1,990,223 officers and men.

The maximum amount of equipment required for troop movements at one time was approximately 1,500 pullmans, 2,500 coaches and 500 baggage or express cars.

This wide-spreading and huge undertaking taxed the resourcefulness of everyone, but even during the turmoil, cleanliness was not overlooked. The country can be thankful that the utmost watchfulness prevailed when the men returned to prevent the spread of cooties, such as has taken place in Europe. Certain equipment was allotted for handling the men from shipside to camp, where the men were fumigated, as was also the equipment. This has prevented any spread of the pest.

The late George Hodges, to whom the Distinguished Service Medal was posthumously awarded, was the man whose initiative and executive ability shone forth in this time of stress: He was ably assisted by C. F. Stewart, who succeeded Mr. Hodges as manager of the Troop Movement Section.

A. F. OF L. SCORES REDS

At a conference of leaders of unions affiliated with the American Federation of Labor held in Washington early in December, the following resolution was adopted declaring the federation's opposition to bolshevism and I. W. W.-ism and to the irresponsible leadership that encourages such a policy:

Resolved, that this conference of representatives of trades unions affiliated with the American Federation of Labor, and other organizations associated in this conference, repudiate and condemn the policy of bolshevism and I. W. W.-ism as being destructive to American ideals and impractical in application.

OPPORTUNITIES FOR APPRENTICES

Apparently the opportunities open to the sons of railroad employes and to other young men between the ages of sixteen and twenty-one to obtain posi-

tions as apprentices in the various crafts in railroad shops are not fully realized.

The national agreement which was recently concluded between the Railroad Administration and the shopmen provides a ratio of apprentices in railroad shopwork of one apprentice to five mechanics. So that the exact situation may be known, the Railroad Administration has just completed a canvass, whereby it has been developed that, at the ratio permitted by the national agreement, 64,076 apprentices could be employed, while there are actually employed but 17,268 apprentices, which is a ratio of one apprentice to 18.58 craftsmen.

At the rate of pay for apprentices provided in the national agreement, apprenticeships become very desirable positions, as they not only provide steady work at reasonable compensation but put these young men in the way of learning some one of the numerous desirable trades in railroad work.

The national agreement has for the first time classified all carmen as skilled mechanics, fixed a rate commensurate with the service performed and provided an apprenticeship system in the car department. The opportunities in this branch of service should not be overlooked, because the larger percentage of the money spent for maintenance of equipment goes to the car department, and, now that the recognition of the importance of this work has resulted in a suitable rate of pay, positions in this department have become fully as desirable as in the locomotive department.

Instructions issued by the Railroad Administration provide that each apprentice shall be given the opportunity to learn all branches of the trade to which he is apprenticed.

In addition to the shop training, a number of roads have highly developed apprentice schools, in connection with their shops, for the education of apprentices. The Railroad Administration has approved cooperation with the Federal Board for Vocational Education in the matter of training apprentices, which

will tend to facilitate the work of giving technical instruction to those who enter this line of work.

Taken as a whole, the opportunity for young men to become proficient in the various trades has never been so good, and, with the technical instruction which is given, they may qualify for the highest and most desirable positions in the mechanical departments of the various railroads.

These opportunities should be directed to the attention of the employees so that they may take advantage of them, inasmuch as sons of employees are given preference to the extent of 80 per cent of the apprentices employed. The officials should also realize that the only way to provide a future supply of skilled mechanics is to keep the apprenticeship lists filled with desirable young men and they should be constantly on the lookout for suitable candidates.

EFFICIENT FREIGHT CAR USE

As indicative of increased efficiency in the use of freight cars, the average mileage per car per day made in October was 27.3 miles, as compared with 26.7 miles in September, with 26 miles in October, 1918, and 25.9 miles in October, 1917.

PACKING EXPRESS SHIPMENTS

In an effort to reduce the number of claims for goods damaged in shipment, the American Railway Express Company adopted stricter packing rules on December 10, whereby the use of paper wrapping for packages weighing more than twenty-five pounds is forbidden, as well as the use of ordinary paper boxes when the weight of the contents is over that limit. For heavier packages the regulations, like those in freight service, require wood, fibre board or corrugated strawboard, of specified test strengths. Already reports show the wisdom of these provisions.

SAFETY ACCOMPLISHMENTS

A comparison of the number of accidents during the two-week period of the National Railroad Accident Prevention Drive, from October 18 to 31, 1919,

with the similar period of 1917, prior to the formation of the Safety Section, gives some startling figures and shows with more than ordinary clarity just what has been and can be accomplished in this work. From October 18 to 31, 1919, 2,455 employees were killed or injured. In the same period of 1918, 5,228 employees were killed or injured, and in 1917 the number was 6,425. Taking into account the increase in the number of employees, the number of casualties has been cut to less than one-third of what it was in 1917, or from .36 per hundred persons employed to .119.

The Safety Section was not functioning fully during 1918, the national machinery not having been gotten into complete working order until January, 1919.

The following figures show what was accomplished in the first nine months of 1919 as compared with similar periods in 1918 and 1917. These figures are based on the accidents reported under Interstate Commerce Commission regulations. It will be noted that not only has there been a wonderful reduction in the number of employees killed or injured but an almost similar ratio of reduction as applied to persons other than employees:

	Employees Killed or Injured	Others Killed or Injured
January to September, 1917.....	134,959	19,977
January to September, 1918.....	119,853	18,532
January to September, 1919.....	94,866	16,624
Decrease in 1919 compared with 1917.....	40,093	3,353

Acting on suggestion from safety committeemen throughout the United States in their regular monthly meetings, 141,081 unsafe conditions and 58,498 unsafe practices on the part of employees were corrected during the first nine months of 1919.

Following is a comparison of accidents to employees in September, 1919, and September, 1918:

Region	1918	1919	Dec. '99
Eastern	2,336	2,337	99
Allegheny	3,120	2,959	161
Pocahontas	325	241	84
Southern	1,971	1,533	438
Northwestern	1,836	1,578	258
Central Western	1,871	2,004	*133
Southwestern	1,278	1,528	*250
Total	12,737	12,080	657

*Indicates increase.

HANDLING GRIEVANCES

Grievances affecting employees belonging to classes which are or will be included in national agreements which have been or may be made between the United States Railroad Administration and employees' organizations will be handled as follows:

(a) Grievances on railroads not having agreements with employees, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations affected, for final reference to the director of the Division of Labor as provided in Circular No. 3 of the Division of Labor. Grievances on railroads having agreements with employees, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations with which the agreement was made, for final reference to the railway boards of adjustment as provided in the general orders creating such boards. Decisions made as the result of such reference will apply to the period antedating the effective date of such national agreement, and, from the effective date of that agreement, will be subject to any changes that are brought about by the national agreement.

(b) Grievances which occurred on the effective date of any national agreement and subsequent thereto will be handled by the committees of the organizations signatory to such national agreement for final reference to the appropriate railway board of adjustment, except on roads where other organizations of employees have an agreement with the management for the same class of employees, in which case grievances will be handled under that agreement by the committees of the organization which holds the agreement, for final reference to the director of the Division of Labor.

STATEMENT OF EARNINGS

Reports covering the financial results of operation for all Class 1 railroads

under Federal control during October show an upward trend in net profits. These roads comprise 232,149 miles, or 97 per cent of the 240,177 miles of road federally operated:

CONDENSED INCOME ACCOUNT.

	Month of October		Amt. of Increase	Pct. Inc.
	1919	1918		
Op. rev.....	\$503,488,334	484,372,562	19,115,772	3.9
Op. exp.....	399,400,554	378,975,377	20,425,177	5.4
Net op. rev.....	104,087,780	105,397,185	*1,309,405	
Taxes, etc.....	27,128,003	19,212,699	7,915,304	
Net inc.....	76,959,777	86,184,486	*9,224,709	
Op. ratio.....	79.3	78.2		1.1

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,356,354, so that the net profit to the government was \$2,603,423 for these properties.

In this connection it should be observed that, on account of the restoration on October 1 of car per diem charges as between railroads in Federal operation, the equipment rents in October, 1919, included \$6,000,000 car per diem debits, while the corresponding credits which inure on this account to other railroads in Federal operation on account of October transportation will not appear until November; also that there was a large amount of revenue, estimated to be not less than \$3,000,000, from coal traffic transported in October which is not included in the October revenues because, on account of the impending coal strike, such coal traffic was held in transit in the last few days in October and the revenues shown on the waybills relating thereto were not taken into account for the month.

The net result of these two items would be to add approximately \$9,000,000 to the net operating income, as stated above, which would result in a net profit to the government of \$11,603,423.

In making comparison with last year it should be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in October, 1918, include about \$12,800,000 back pay applicable to prior months, but they do not, on the other hand, reflect the increases to employees granted subsequent to October, 1918, which are

included in the October, 1919, expenses. In addition the expenses for October, 1919, include about \$4,800,000 back pay applicable to previous months.

The results for the ten months ended on October 30 were as follows:

	Ten months to Oct. 31 1919	1918	Inc. or Dec. Amount
Op. rev.....	\$4,234,992,130	\$3,985,178,160	\$249,813,970
Op. exp.....	3,556,720,774	3,201,838,204	354,882,570
Net op. rev..	678,271,356	783,339,956	105,068,600
Taxes, etc.	199,288,721	83,363,173	115,925,548
Net op. inc.	478,982,635	599,976,783	120,994,148
10/12 annu- al rental	743,563,540	743,563,540	
Op. loss.....	264,580,905	143,586,757	120,994,148
Op. ratio.....	84.0	80.3	3.7

*Indicates decrease.

It should be remembered that the comparison between the ten-month period is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

For the first ten months of this year the net gain or loss to the government, after allowing for one-twelfth of the annual rental, has been:

	Net Gain	Net Loss
January		\$ 57,782,557
February		65,430,850
March		64,881,856
April		48,757,056
May		33,642,128
June		22,031,360
July	\$1,968,453	
August	16,397,112	
September	2,392,584	
October	2,603,423	
Net loss for ten months.....		\$269,164,735

The following comparison of net ton-miles per mile of road per day indicates that the freight business during October was greater than in October, 1918, or October, 1917, and about the same as in September, 1919:

	Revenue and Non-Revenue Ton-Miles per Mile of Road per Day		
	1919	1918	1917
January	4,275	3,878	4,770
February	4,002	4,591	4,511
March	4,059	5,273	5,192
April	4,134	5,471	5,257
May	4,524	5,226	5,617
June	4,615	5,423	5,694
July	4,878	5,487	5,441
August	5,075	5,691	5,351
September	5,625	5,781	5,217
October	5,651	5,584	5,385
Average for ten months	4,637	5,234	5,168

Passenger traffic during October

showed a substantial increase over October, 1918, so that both freight and passenger traffic were greater than last year.

REDUCING "BAD ORDERS"

Steady and gratifying progress continues to be made in connection with the bad order car situation.

Excluding cars held out of service as not worth repairing, bad order cars had fallen on November 15 to 130,833, or 5.2 per cent. Figures for eleven weeks to December 13 follow:

	Number	Per Cent
October 4	172,210	6.9
October 11	169,343	6.7
October 18	163,986	6.5
October 25	156,372	6.3
November 1	146,702	5.8
November 8	136,238	5.4
November 15	130,833	5.2
November 22	133,208	5.3
November 29	135,238	5.4
December 6	132,027	5.2
December 13	130,918	5.2

Including cars held out of service as not worth repairing, the number of bad order cars had decreased to 148,292, or 5.8 per cent., on December 6. The figures for the ten weeks to December 6 follow:

	Number	Per Cent
October 4	191,656	7.6
October 11	188,308	7.4
October 18	183,070	7.2
October 25	175,348	7.0
November 1	166,514	6.5
November 8	155,564	6.1
November 15	150,133	5.9
November 22	148,529	5.9
November 29	152,118	6.1
December 6	132,027	5.8
December 13	146,056	5.8

The showing for the week of November 29 was affected by the Thanksgiving holiday.

AGREEMENTS CONCLUDED

On December 16 a national agreement became effective covering the rules and working conditions for employees represented by the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers, to continue in force during the period of Federal control.

This agreement covers seniority rules and regulations in connection with grievances. It provides that overtime for regular section laborers and other employees, except laborers in extra or floating gangs and certain employees whose positions do not require continuous manual labor, will be paid on the basis of time

and one-half after the eighth-hour of service. Hitherto such maintenance employes have been paid overtime at pro rata rates for the ninth and tenth hours and time and one-half after the tenth hour.

Under this agreement laborers in extra or floating gangs will be paid overtime at the pro rata rate for the ninth and tenth hours and time and one-half after the tenth hour, while employes holding positions not requiring continuous manual labor, such as watchmen, signalmen at non-interlocking crossings, lampmen and pumpers, will continue to be paid for their present hours of work a monthly rate equal to their pay at the time the agreement was signed.

* * *

As announced in the December *Bulletin*, the Railroad Administration, in discharging its responsibility to make such readjustments as are necessary to avoid inequalities in compensation to different classes of employes, proposed to representatives of the train and enginemmen that time and one-half would be paid for such time as was required to make runs in excess of what would be required if the average speed of twelve and one-half miles per hour were maintained, provided arbitraries and special allowances previously paid in various forms of freight train service were eliminated for the railroads as a whole.

After consideration of this proposal by the representatives of the organizations affected, an agreement was reached providing for time and one-half for overtime, effective on December 1, affecting employes in slow freight service. Under the settlement all arbitraries and special allowances formerly applicable between terminals are eliminated. Special allowances for switching and similar work at initial terminals are preserved, but at the former rates. Allowances for switching and delays at final terminals are preserved, payable at the former rates, where the work is performed prior to the overtime period. These allowances have been agreed to in the past for relieving men of work which has not been considered part of their regular duties, and correspondingly it is felt that the same conditions exist

in connection with the payment of time and one-half for overtime.

PASSENGER TRAIN PERFORMANCE.

During November 86.5 per cent of all passenger trains on Class 1 roads under Federal control made on-time runs, or, if late at initial terminals on account of waiting for connecting trains, made as good as schedule time or better. This is a slight decrease compared with October, when the percentage was 88.2

In the same period 81.7 per cent of all passenger trains arrived at their destinations on time, compared with 83.9 per cent in October.

Factors affecting train performance in November were the severe winter weather in northern and mountain states, heavy and continued rains in the South and Southeast and the dislocation of traffic due to the coal strike, which, also resulted in the necessity for using inferior locomotive fuel in certain sections.

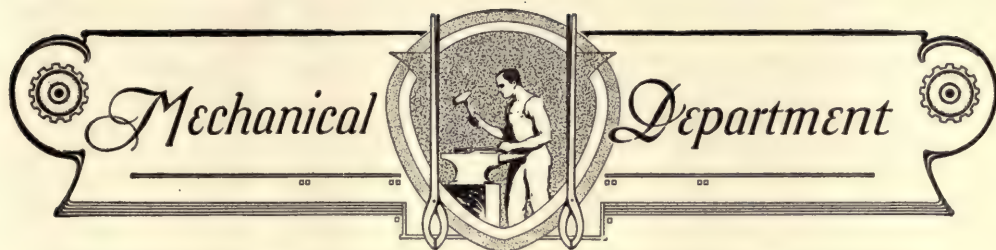
Following is a record of the performance of trains which arrived on schedule time or which, if late, made their runs in schedule time or better:

Region—	No. of Roads	Trains Operated	No. on Time	Pct.
Nov. 43	87,957	77,966	88.6	
Eastern	Oct. 43	93,659	83,664	89.3
Nov. 15	72,938	67,040	91.9	
Allegheny	Oct. 15	77,480	70,882	91.5
Nov. 3	8,421	7,495	89.0	
Pocahontas	Oct. 3	8,923	8,262	92.6
Nov. 34	48,669	43,298	89.0	
Southern	Oct. 33	49,945	45,222	90.5
Nov. 15	24,149	18,351	76.0	
Northwestern..	Oct. 15	26,274	22,286	84.8
Nov. 24	41,579	33,968	81.7	
Cen. Western..	Oct. 24	43,091	36,207	84.0
Nov. 22	20,005	14,721	73.6	
Southwestern..	Oct. 23	20,806	15,724	75.6
Nov. 156	303,718	262,839	86.5	
Average.....	Oct. 156	320,178	282,247	88.2

Number of trains which arrived on schedule time:

Region—	No. of Roads	Trains Operated	No. on Time	Pct.
Nov. 43	87,957	75,027	85.3	
Eastern	Oct. 43	93,659	80,593	86.0
Nov. 15	72,938	64,525	88.5	
Allegheny	Oct. 15	77,480	68,286	88.1
Nov. 3	8,421	7,277	86.4	
Pocahontas	Oct. 3	8,923	7,897	88.5
Nov. 34	48,669	40,831	83.9	
Southern	Oct. 33	49,945	43,440	87.0
Nov. 15	24,149	17,149	71.0	
Northwestern..	Oct. 15	26,274	21,288	81.0
Nov. 24	41,579	30,516	73.4	
Cen. Western..	Oct. 24	43,091	33,224	77.1
Nov. 22	20,005	12,816	64.1	
Southwestern..	Oct. 23	20,806	13,772	66.1
Nov. 156	303,718	248,141	81.7	
Average.....	Oct. 156	320,178	268,500	83.9

Suburban trains are not included in the foregoing compilations.



Supervision and Its Relation to Economical Handling of Mechanical Department

By J. W. Branton, Master Mechanic

In this age of increased cost of labor and material, it is very essential that mechanical men make a close study of existing conditions to see that no stone is left unturned that might lead to more efficient and economical operation.

In my mind, this can only be accomplished by close co-operation between the Master Mechanic and his staff. They should see that nothing but first-class work is turned out of the shop in order to get increased mileage out of engines and cars. Scrap piles should be closely scrutinized to see that all good serviceable material is reclaimed; also insist that a fair day's work is obtained from each employe. In order to do this, the foreman should be in close touch with his men inspiring in them that it is as much their duty to make each shop or terminal a success as it is for the supervisory officers. Indifferent operation of a shop or terminal is a reflection on the men as well as the supervisors. By increasing the mileage through more efficient work, means less engine and car failures, and correspondingly decreased cost.

Foremen, as well as men under them, in many cases, become mechanical, and do not use their resourcefulness. When an engine or car has repeated troubles along certain lines, instead of investi-

gating and finding the cause, the inclination is to renew parts. This all leads to the fundamental cause of more labor and material. Careful inspection of engines and cars saves many an anxious moment and a lot of explanations. If work reports are checked against work performed, and the roundhouse foreman will make inspection of defects existing on locomotives each day, the same as Government Inspectors, surprising results will follow. The power will not only improve, but a general healthy condition will prevail, and enginemmen will take a greater pride in their particular machine.

Supervisors should be furnished with the cost of material and should check time slips carefully and have some knowledge of the various accounts. All shops have reports which show cost of various departmental foremen for each engine which receives classified repairs, and if comparisons are made and explanations are obtained as to the reason for the high cost, it will have a tendency for the foreman, or supervisor, to seek a lower cost for each succeeding locomotive, and will awaken his resourcefulness.

Educating each foreman to understand he should run his department with the same zeal as he would handle a business

of his own will cause him to take the initiative and will lead up to an ideal organization.

Good feeling should exist between the Mechanical and other departments, as only close co-operation will give good results. The Roundhouse and the Car Department should endeavor to keep in close touch with the Transportation Department, finding out expected arrival and departure of trains, and plan their work accordingly. See that engines depart from the roundhouse on time and that car inspectors handle their work in the train yards so that trains can depart at listing time, therefore, avoiding terminal delay and unnecessary burning of fuel. Engines should be handled on the clinker pit as quickly as possible in order to get engines into roundhouse, as unnecessary time consumed on the clinker pit does not give ample time for necessary repairs and putting engine in proper condition.

Conservation of fuel is a very important item. Care should be taken to see that comparisons are kept as to the number of scoops of coal used for each engine fired. Try to get your fire builders in a friendly rivalry as to who can fire up an engine with the least coal.

Let the yard office know that you are trying to help them, then we will have

arrived at an ideal condition and efficient organization.

TWO KINDS OF PEOPLE

By L. J. Joffray

There are two kinds of people on earth today,
(Just the two kinds—no more I say)
Not the saint or sinner for 'tis well understood,
The good are half bad and the bad are half good.
Not the rich nor the poor for to count a man's wealth
You must first know the state of his conscience and health.
Not the happy or sad, for the swift flying years.
Bring to each man his laughter and to each man his tears.
No: The two kinds of people on earth, I mean,
Are the people who lift and the people who lean.
And wherever you go, you'll find the world's masses
Are always divided into just these two classes.
And, oddly enough, you'll find too, I mean
There's only one lifter, to twenty who lean.
In which class are you? Are you easing the load
Of over-taxed lifters who toil down the road,
Or are you a leaner who makes other bear
YOUR part of the labor, and worry and care?
Note the odds of 20 to 1, against thrift
And decide to give the lifters a lift
The effective results can plainly be seen
If the odds are reversed against the fellows who lean.

THE WORK OF THE FUEL CONSERVATION SECTION.

By Eugene McAuliffe, Manager, Fuel Conservation Section, United States Railroad Administration.

A study of the railroad fuel situation made by the Railroad Administration early in 1918, developed a marked tendency toward increased consumption per unit of service rendered; this investigation also brought out the fact that the Railroads receiving fuel coal from certain localities were being supplied with material of a quality far below that delivered in pre-war times. This situation not only added greatly to the fuel bill, but in addition very serious interference with the movement of heavy freight and passenger trains, with resultant general delay to traffic and marked increases in general operating costs directly chargeable to fuel conditions were developed. It therefore seemed advisable to attempt at the very beginning the broadest possible campaign for the conservation of railway fuel, this program predicated on not only greater effort on the part of officials and men responsible for the use of coal and fuel oil, but in addition thereto the

necessity for greater effort and care in the mining, loading and preparation of the fuel sent out from the mines was strongly emphasized.

That this important work might be taken up and carried to conclusion along definitely determined lines, the Fuel Conservation Section of the Division of Transportation (now the Division of Operation), United States Railroad Administration, was created on May 1st, 1918, and a Manager, with officers in Washington and St. Louis, was appointed. The work assigned to the Fuel Conservation Section was that of "giving attention to the conservation of the fuel on all railroads, with special reference to its preparation and proper use," as well as to "investigate and make recommendations in connection with the transportation of fuel and the handling of same at fueling stations."

Immediately after the creation of the Section and before circular announcement of its existence could be made, the work of organizing for cleaner fuel and the more economical use of same was well under way, and the co-operation of the United States Fuel Administration was sought toward the prompt preparation of a program, which would bring quick results.

The International Railway Fuel Association, whose membership is almost wholly made up of Railway Operating Officials and coal producers, was decided upon as representing the most forceful and direct instrumentality that could be employed toward securing the preliminary concerted effort sought, and on May 23rd, and 24th, 1918, this Association, setting aside its usual technical convention program substituted therefore a whirlwind campaign for better fuel and greater economy in its use. This meeting covering two days, packed one of the largest Chicago theaters, taking the form of a great revival and there men prominent in the mine labor world, together with men high in railroad labor councils, joined forces with railway operating and motive power officials, coal operators, fuel engineers, and others, specialists in their respective lines, urging not only the maximum possible production of coal, but that such coal that was loaded, be loaded as clean as it was possible to prepare it, contributing in this way the first essential element necessary to fuel economy. These appeals were supplemented by eloquently urgent requests that every man connected with the transportation, handling and consumption of fuel coal and oil, exert the maximum effort toward securing the best possible service from it.

The stirring addresses delivered at this convention were printed and mailed to every miner's home, to every mine office, railroad employes' lodge room, machine shop and roundhouse in the United States, with the result that the echo of the May, 1918, appeal for clean fuel and fuel economy reached every mine official in charge of coal properties, every mine employe engaged in the production of coal and every railway official and employe in any way connected with the handling and use of same. Next to the several drives made by the Treasury Department in connection with the financing of the War Budget and the work of the Food Administration, the fuel economy drive of May, 1918, was, perhaps, the greatest general concerted effort made toward strengthening the hands of the Administration in the conduct of the war.

Simultaneous with the work done at the Chicago Convention, men experienced in the handling of fuel, locomotives, and stationary plants were called to service in the several Regions, and the office of Assistant Manager of the Fuel Conservation Section, with headquarters in New York City was established to take charge of the work in the Eastern Regional District, in which territory the maximum amount of fuel trouble had developed; the measure of freight and passenger traffic handled in the Eastern Region also heavier than that handled in any one of the remaining six regions.

To cover the Allegheny, Pocahontas, Southern, Northwestern, Central West-

ern and Southwestern Regions, the office of the Regional Fuel Supervisor was created in each Region, and the necessary assistants and office force were provided for each region; and a survey of the fuel inspection forces of the several railroads was quickly made and arrangements consummated with the United States Fuel Administration, whereby each field inspector was furnished a credential authorizing him to act in behalf of and for the Fuel Administration, as well as the Railroad Administration, in the matter of securing the proper preparation of fuel coal, the Fuel Administration withholding equipment from certain mines and shutting down others which refused to establish the standard of preparation commonly maintained in their immediate fields.

More recently the work of co-ordinating the efforts of the individual railroad fuel inspectors, to the end that fuel found to be of inadequate preparation of quality and declined by one road, would not be accepted by another, thereby standardizing inspection methods, has been worked out, and with the extraordinary increase in the price paid for fuel f. o. b., cars at mines compared with that paid in the pre-war period, plus the additional expense incident to hauling same, greater discrimination in the purchase and acceptance of coal has been strongly urged on those responsible for the fuel supply.

This strengthening of the field inspection forces was immediately reflected in the shape of reduced motive power failures, decreased operating expense, and a decrease in the unit consumption of fuel. In the meantime, the Assistant Manager in the Eastern Region and the Fuel Supervisors in the other six regions with their assistant undertook the work of calling together on each railroad, all officials who were in any way connected with the transportation and use of railway fuel, again urging the greatest possible measure of co-operation, including the better maintenance of, and the proper rating of locomotives, the elimination of terminal and intermediate station delays; supplemented by such simple direct supervision and education of the many new employees whose entrance into railroad service was made necessary by the movement of the great volume of troops, munitions and other war business, as well as those employed to take the place of the thousands of experienced men who had left railway service to enter the combat force. The patriotic assistance of the heads of the several Railway Brotherhoods; as well as that of the mine workers, was also solicited, these appeals meeting with a wholesome and hearty response.

In connection with the work of directing the more economic consumption of fuel on locomotives and in miscellaneous fuel consuming plants, a definite line of procedure was laid down, this program including a complete abstinence from anything that savored of bureaucratic methods, and from the date of the inception of the Fuel Conservation Section to this time, not a single positive order has been issued by any representative of the Section to any official or employee engaged in the operation of the railroads under the government control, on the other hand, every suggestion involving novel and untried methods toward fuel conservation was denied support, the fundamental principle underlying the work of the Section being that of securing the adoption on the part of every official and employee of the best of the several methods proven and commonly in use on the several railroads, which, in substance, meant nothing less than more vigorous effort along the lines, and in the manner, the individual roads had previously laid down as representing the best line of conduct. The full support of all operating officials has been given to the work saving fuel as a result of the simple concise presentations made by the Section, many Federal and General Managers now leading the work on their respective line. In connection with the field methods employed in improving the quality of the coal loaded at the several mines, no unreasonable demand has at any time been made on

either the coal operator or the mine employes, and a full recognition of the limitations that attach to the mining of coal has invariably been accorded the mining industry, nor has any demand whatever been made toward the transfer of fuel purchases from the mines or localities established during the pre-war period as the logical and proper source of fuel supply for the several railroads. To this broad recognition of the acknowledged skill of both coal mine and railway officials and employes, is due to the extraordinary measure of co-operation accorded the Section and no claim for credit can be made by the Section with respect to the results obtained, except that which is due the working staff of the Section who have, in every instance considered themselves, not only responsible to the United States Railroad Administration, but to the operating heads of the several roads located in their respective Regional Districts.

Supplementing the general work above referred to the campaign toward fuel economy was conducted and exemplified through Divisional meetings of officials and employes, at which time specific results of progress made were presented through the medium of comparative Division and System fuel statistics, studies made of fuel used on individual locomotives, the savings obtained at individual power plants, etc. Fuel conservation committees were organized on many roads, employes as well as officials making up the personnel, all of which have done splendid work. Road tests were conducted from time to time, and the more serious operating and maintenance disabilities affecting fuel consumption were located and brought to the attention of officials and employes in a brief concise way, with suggestions for such remedial measures as could be employed without heavy capital or labor expenditures. These investigations and studies, including the losses due to air ingress and steam leaks in locomotive front ends and front end apparatus, with consequent reductions in the size of exhaust nozzles entailing back pressure losses, which in turn lead to fuel wastes and decreases in tractive power; losses sustained by the inadequate maintenance of superheater equipment and the adequate maintenance of grates and ash pans; losses due to the improper adjustment of locomotive front ends, and those incident to the operation of locomotives suffering distorted and defective valve motion, were all clearly brought out and remedies were suggested through several circulars setting out the results of the specific tests referred to above which were made by the Fuel Conservation Section, in connection with motive power officials. A special circular covering the maintenance and operation of stationary plants was also prepared for the use of men in charge of, and handling same and a circular covering approved methods of storing coal, to the end that storage losses be reduced to the minimum, was prepared and placed in the hands of officials in charge of this work, and a further special circular on the maintenance and operation of locomotive stokers was recently published for the use of roundhouse and locomotive men.

Careful investigation of the fuel losses sustained by inadequate air brake maintenance developed that an annual loss of over 6,000,000 tons of coal was being suffered from leakage of air in brake pipes and connections under freight cars. The Section therefore arranged for a study of the best method of preventing these losses, which was made by a volunteer committee from the Air Brake Association, and specific recommendations were prepared directing the attention of yard repair men, and freight train employes to the serious fuel loss sustained from excessive air line leaks, as well as the methods which should be employed to overcome same. In this manner the campaign for fuel conservation was carried directly into the car repair department, the yard masters' offices, and to the men in the freight train cabooses. In no instance was the influence of the maintenance of way men lost sight of.

A growing amount of fuel oil is used in certain sections of the country for locomotive and miscellaneous fuel purposes, and special attention has been given to the more economical consumption of fuel of this character, the majority of the items adversely affecting the consumption of fuel coal equally affecting the use of fuel oil. Through its Washington office, the Section early arranged for the assembling and compilation of such statistics of fuel consumption as would, when published, not only show the operating officers of each road just what was being accomplished on their individual lines, and in their respective regions, but, in addition these statements set out the results obtained on all roads under government control thereby enabling each Federal Manager to judge the results obtained on the particular road under his direction when compared with those obtained on other lines whose grade conditions, volume of traffic, etc., made such reasonably comparable. These statements distributed monthly with a quarterly and annual cumulative statement, represent the most complete fuel performance presentation ever published. During the year 1917 the pounds of fuel used per 1,000 gross freight ton miles and per passenger train car mile, when compared with the 1916 performance showed an increase approximating five per cent, and by the middle of the year 1918 this increase in consumption had grown to a point approximating eight per cent over the 1916 performance, but in July, 1918, the effect of the personal inspiration received by railway officials at the big Chicago meeting and the results obtained from the sending out of some two million two hundred thousand copies of the appeals made at that meeting, began to show in the fuel performance, until at the end of the year 1918 the losses sustained during the first half of the calendar year, in part due to extremely rigorous winter weather, were caught up, and saving totaling \$19,231,000 stood as a credit to the efforts toward fuel economy made by the railway officials and employees.

During the year 1919, the progress determined upon at the inception of the work has been maintained throughout, and the stride toward lower unit fuel consumption which began with the May, 1918, Chicago meeting has been quickened, an estimate of the total saving which will be made in 1919, when compared with the previous year based on the progress made in the first nine calendar months of the year indicates the following results:

Class of service	Consumption tons	Saving tons	Saving value
Freight	72,098,000	5,993,000	\$20,687,000
Passenger	29,615,000	2,524,000	8,714,000
Switch	20,310,000	986,000	3,409,000
Miscellaneous	16,643,000	1,395,000	4,803,000
Total.....	138,666,000	10,898,000	\$37,613,000
Saving in reduced haul on users rails at 75c per ton.....			8,176,000
Total savings			\$45,789,000

The fuel bill of the United States Railroad Administration for the year 1919, exclusive of any increase in the mine price that may be occasioned by changes in the miners' wage scale taking effect in November and December, 1919, will approximate, (including an allowance of 75 cents per ton for company haul), a total of \$665,000,000. Unless checked by a decreased unit consumption it will in a few years reach the billion dollar mark. The 1919 fuel pile (fuel oil reduced to the basis of coal) would, if put into standard capacity coal cars make a train 26,261 miles long, a distance materially exceeding the circumference of the earth. The fuel saving of this year would make a train 2,064 miles long, extending if coupled up solid, from New York to Chicago by way of the Penn-

sylvania, thence back to New York by way of the New York Central and doubling back on the New York Central to Albany. The value of the fuel saved would buy 763 modern heavy type locomotives or 15,263 modern freight cars. Measured in area of coal land exhausted, it represents a territory approximating 2,178 acres in extent. Thus far our comparisons have been of the major variety, but the real results have been accomplished by using *one less scoop full of fuel one and a half billion times*. The fuel conservation section has contributed toward the dissemination of certain fundamental principles, among which can be mentioned, the success that will always result from concerted effort, the effort which individually examined seems small, but when totaled assumes splendid proportions. That the influence of the work done in 1918 and 1919 will continue can be no doubt, as many of the suggestions made were of a character that will insure their permanence. The Fuel Conservation Section has fulfilled the expectations of its creators, it has fully justified the outlay involved to maintain the organization, a sum equivalent to approximately three-tenths of one per cent of the value of the *fuel saved* in the year 1919.

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

Illinois Central Railroad

Yazoo & Mississippi Valley Railroad

Chicago, Memphis & Gulf Railroad

New Orleans Great Northern Railroad

Mississippi Central Railroad

Gulf & Ship Island Railroad

OFFICE OF FEDERAL MANAGER.

NOTICE.

Chicago, January 1, 1920

All forms of annual and term passes issued by the above named railroads, expiring December 31st, 1919, also United States Railroad Administration 1919 annual passes, including Pullman which are available for use on said roads, have been extended and will be accepted by conductors as transportation up to and including February 29th, 1920, unless otherwise ordered.

C. M. KITTLE,
Federal Manager.

IMPORTANT!

Minnesota Division
Illinois Central Railroad

NO ACCIDENT MONTH JANUARY 1920

*All Employees Have Agreed—
“We Will Have No Accidents”*

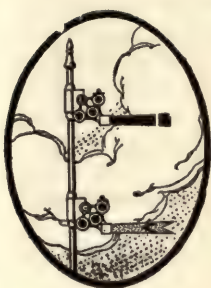
The Public Can Assist by

*No Trespassing
Keep Stock off right of way and
from public roads
STOP, LOOK and LISTEN*

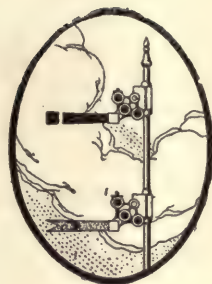
Will the Public Do Its Part?

February 1st Will Tell!

DIVISION SAFETY COMMITTEE.



SAFETY FIRST



Address by Mr. Duffy

Manager of the Safety Section of the Railroad Administration at
Washington, Talks on Safety

At the Eighth Annual Congress of the National Safety Council held at Cleveland, Ohio, from October 1st to 4th, inclusive, Honorable A. F. Duffy, manager of the Safety Section, U. S. Railroad Administration, delivered a very able address on the Safety subject, which is printed in full below:

"Safety is basic in any business where physical hazard is involved, for if you will look about you, I venture you will perceive that the best railroad is the safest railroad and the most efficient and satisfactory operated from the standpoint of the people, the government, the owners of the property, and last but very important, the men who work on that railroad and who have it in their hands to make it a successful organization or a mediocre enterprise.

"I have been a practical railroad man during all of my working life, and I predict, without qualification, that when once the railroad men of this country thoroughly understand what safety work we are endeavoring to do, why it is necessary, and what are the possibilities they will take hold of this subject in such a manner as to accomplish results which will startle the railroad fraternity.

"Safety on railroads has been advanced many years by virtue of the recognition which has been given it by the United States Railroad Administration, and I believe its permanency is already assured; it has demonstrated its capabili-

ties and is now at the crucial time when a realization of its fullest possibilities is all but at hand.

"I give it as my unbiased opinion that railroads—like many other industrial organizations—have not, up to a comparatively recent time, given due consideration to the human factor in industry by recognizing the fact that men and women are infinitely more important than machines, structures, or appliances of any description. When we contrast the degree of care which is exercised in the purpose, use, and maintenance of locomotives with the employment, service, and training of the average employee of the average railroad we are disappointed to learn the inequality which exists as between the machine, which can be replaced with money, and the life, which is absolutely irreplaceable, and which, when once gone, can never be brought back.

"Some of us are disposed to be altogether too conservative and reactionary in the activities we employ in conducting this work, and sometimes we are apt to underestimate the value which comes from the financial expenditure required to carry it on. I do not subscribe to the theory that within intelligent and reasonable limitations it is possible to become overzealous or to overdo in a matter of this kind. We must, from the very nature of the work, consistently and continuously develop new plans and methods for creating and sustaining the interest

of railroad employes, and of all persons subject, directly or indirectly, to the hazard of railroad operation. It is just as good business, if we must for the moment regard the matter from a monetary standpoint, to expend money for safety activities as it is to make investments for approved devices which will conserve fuel, increase car loading, improve efficiency, or reduce maintenance cost. It is a great deal more important, and, as a rule, will pay materially larger returns.

"In deliberating these matters, however, I urge you not to lose sight of the fact that the aim and purpose of the work of the Safety Section is not to save money, but always has been and always will be to conserve human life and limb. If any saving of money is made by reason of a reduction in casualties surely that result is not subject to criticism, for in order to save money we must first avoid the casualties themselves.

"The recognition of the human element then, is the most important factor in railroad service, and its training and education in safety is the foundation upon which are built the aims and purposes of the Safety Section. And, since the whole scheme of things revolves around the safety committee organizations it is to this phase of our work that the greatest attention must be given. There is no more honorable position today on a railroad than that of safety committeeman. His is a real service to mankind, and he can be proud of that service, if he is doing all that may reasonably be expected of him. If he is not measuring up to his responsibilities it is probably because he has not been properly instructed and trained in his work. Our safety committee meetings must be so regulated that the members thereof will be not merely interested in their work, but enthusiastic about it. To this end it is essential that safety officers or their assistants attend committee meetings frequently in order to insure proper functioning and to sustain the interest which is so necessary on the part of safety committeemen.

"A fact which is of prime importance

in the relation of safety to railroad operation, is that when experienced men are taken out of the service because of casualties the employment of new or inexperienced men in their stead not infrequently causes additional casualties to occur, because of the lack of familiarity with the work in hand; and always such a situation decreases efficiency and output, and otherwise costs money and causes hardships. This fact emphasizes too the real necessity for constructive thought and action in relation to the safety education, and training of the new man in the service, and of the employe who is promoted or changed from his customary occupation to one with which he may not be familiar.

"Another of the aims and purposes of the Safety Section is to secure liberal publicity of the work we are doing and the necessity for it; of the altogether too large number of railroad men who are killed and injured every year in the business of operating the railroads of this country; of the appalling number of people who are killed and injured each year while wrongfully trespassing on railroad premises, and of the alarmingly increasing number of people who meet death and injury while passing over highway crossings.

"Concretely, this publicity in the case of employes should be in the form of bulletins, posters, pamphlets, casualty statements, and such other data and information as may be deemed advisable. We must never lose sight of the fact that safety is fundamentally a work of the employes who do the physical tasks incident to railroad operation. They are almost entirely responsible for the accomplishments heretofore made in this great movement and will be the strength and power for good which will come in the future.

"The railroad men of America have responded nobly to the activities of the Safety Section of the United States Railroad Administration. But if we expect them to continue in their interest and enthusiasm it will not suffice simply to beseech them to stop deaths and in-

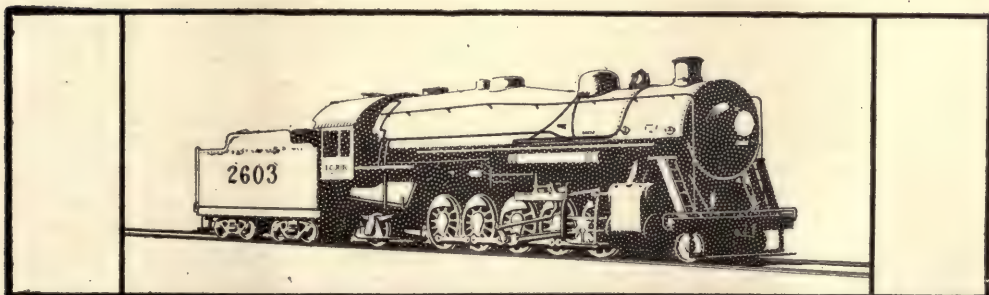
juries. It will be necessary to keep them constantly informed as to the number of casualties which occur, what causes them and what may be done to prevent a repetition of similar casualties. The data, so far as is practicable, should be prepared in some competitive form so that rivalry will be created between the various units of the railroad.

"In the case of trespassing and highway-crossing accidents, it has seemed to me for some time that we have not applied ourselves to this vital question with deserved attention. We are too prone to take for granted that nothing can be done to check these evils. Consistent publicity, posters and the medium of public and parochial schools, automobile clubs, and commercial associations, village, city, county, and state officials represent available avenues of approach in this matter.

"It is but natural that certain developments during the past year should stand out pre-eminently as auguring well for the future of safety. One of these developments is the truly remarkable interest which has been manifested in

safety by railroad men, as evidence by the endorsements of the work of the Safety Section in the national conventions of the Brotherhood of Locomotive Firemen and Enginemen; Brotherhood of Railroad Trainmen; Switchmen's Union of North America; Order of Railway Conductors; Order of Railroad Telegraphers; Order of Railroad Station Agents; Brotherhood of Railway Clerks, Freight Handlers, and Station and Express Employees; Brotherhood of Maintenance of Way Employees; with a total membership of 1,182,000 railroad men and women.

"Another development of significance is the universal approval of the safety committee organization and the entire plan for conducting this work as promulgated by the Safety Section. It is encouraging thus to observe as we go along that we are on the right track, and because we are right we are bound to achieve the goal of all safety men, whereby the lives and limbs of men, women, and children will be saved from railroad casualties, so far as it is humanly possible so to do."



Superintendent Shaw Was Active in an Effort to Make His Division 100% in the Safety Drive

The interest displayed by employees on the Springfield Division in the recent accident prevention drive was very noticeable indeed. Superintendent Shaw offered prizes; \$10.00 for the first best paper, and \$5.00 for the second best paper submitted giving advice as to the best steps to take to make the drive a success. The letter from Superintendent Shaw follows herewith:

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
ILLINOIS CENTRAL RAILROAD

Clinton, Ill., Oct. 31, 1919.

ALL BULLETIN BOARDS:

Referring to my circular October 8th, to ALL EMPLOYEES, Springfield Division, having reference to necessary activity on the part of each individual employe in the National Railroad Accident Prevention Drive, beginning 12:01 A. M., October 18th, and continuing until 12:01 A. M., November 1, 1919, in which it was decided prizes would be given for the first and second best papers submitted, consideration given to the value of suggestions made to make the drive a success, the prizes being \$10.00 in cash for the best paper, and \$5.00 for the second best paper.

Feeling that it would be impartial by having a Committee composed of others than those actually engaged in Railroad service, on October 18th, I appointed Mr. F. C. Vogler, Secretary, Y. M. C. A., Clinton, and Professor H. H. Edmunds, Superintendent Public Schools, Clinton, suggesting that these two gentlemen name a third to arrive at a definite conclusion by reviewing all suggestions, which were offered in the contest. The two gentlemen above mentioned successfully arranged with Mr. D. W. Isenhour, Assistant County Treasurer, Clinton, to act as the third selection, and on October 30th, I am in receipt from that Committee the following information:

"Your Committee having made the following decision on Safety First papers submitted, place;

First: M. J. Kennedy, Conductor,

Second: Warren Hickman, Clerk, Car Department,"

and in addition thereto, they mentioned very favorably, suggestions rendered by Miss Elizabeth A. O'Brien, Clerk to Supervisor, Pana, Illinois; these out of a total of 87 suggestions rendered, and all of which were well chosen suggestions.

I trust that every employee of the Springfield Division recognize the ability of the Committee named in making selections to the best interest of all concerned, for which, they are entitled to our deeper sense of gratitude.

Therefore, with the end of the drive so close at hand as it is, and without a single reportable personal injury on the Springfield Division, indicates conclusively that the thought of "Safety First" has been foremost in the minds of all of the employees of the Division, a record attained, for which every individual employe of this Division is entitled to their share of credit, and has given the drive their individual support, for which I desire to thank each and every employee for the interest manifested in obtaining a record that very few, if any, of the Divisions have been able to accomplish.

Therefore, in the interest of all employees, I am attaching herewith copies of the three letters submitted by the winning contestants.

C. W. Shaw,
Superintendent.

October 17, 1919.

C. W. Shaw, Supt.,
Clinton, Ill.

My Dear Mr. Shaw:

I am in receipt of yours of October 8th, advising me of the "National Railroad Accident Prevention Drive" to begin October 18, 1919, and continuing until October 31, 1919, and asking employes to submit paper with ideas how to best overcome personal injuries.

Replying beg to submit the following suggestions based on experience of 41 years in active service in operating department.

FIRST—A pleasant co-operation and a kindly feeling between officials and men employed under him, is the basis as I view it from personal experience and observation the best and surest way to prompt efficient service.

SECOND—Conductors and enginemen calling attention to those under them of the importance of at all times observing the principle of "SAFETY FIRST"; keeping this principle before them on commencement of each trip it soon becomes a fixed habit and will be observed as other duties that are of a fixed nature.

THIRD—A careful and thorough examination of all equipment before starting on each trip.

FOURTH—Applying the principle of personal safety in all their duties the employe soon forms a habit that results to his own good and to the advantage of the property that he is assisting in operating.

FIFTH—The observance of the above suggestions and such as will naturally grow out of their observance will in my judgment assist in a large measure in the prevention of accidents both to person and property.

Trusting that the above suggestions may be of assistance to you in establishing a rule of conduct of all engaged in the operating department of the system that we are employed on, I remain

Very truly yours,

M. J. Kennedy,
Conductor.

It is a well established fact that the vigorous campaign started a few years ago in the interest of "Safety First" has made a very rapid and satisfactory showing. The general publicity by the press, railroad officers and employes, personal letters, circulars, buttons, sign boards and other methods have had an everlasting effect.

The people in general and the railroad employes in particular, are awake to the importance of the movement, and are heartily co-operating with it.

Never was there a clearer realization by all, that the "Reward is worth the labor." When we look at the accident statistics for the past few years and compare them with the present, you will find a steady and substantial decrease in the number killed and injured; and yet, we need on the subject, more campaigning, more fighting and talking against seemingly carelessness or indifference to accidents. One may think they are careful and have no fear of accidents to themselves; they should also with counsel and advice look to the interest of their fellow workmen; admonish them to be careful.

We are asked to offer suggestions that will tend to make this drive a success. One could compile a list of "Don'ts" until they would become tiresome.

From the book of rules we read, "Safety is the first duty of the workman."

It is a duty you owe to yourselves and families to think it, talk it on every occasion, act it always and get others to do likewise.

Let everyone employed on this division in any capacity consider him or herself a "Safety Agent" and offer some suggestions to their superiors and fellow workmen that will in some manner in their opinion, maintain interest in safety. Keep the issue before yourself continually.

Let it be advocated in the schools, commencing in the primary department. During the story hour (which is so popular now)—tell "Safety" stories.

The A B C's of Safety First, are Always Be Careful. The compensation for carefulness is in not being compelled to "lay up" or "lay off" for an indefinite period which might have been prevented by a little quick forethought and action on your part.

Read caution signs on cars and tanks and act accordingly.

Inspect carefully and often, tools and machinery, emery wheels, band and circular saws. Drills and reamers will wear and break and accidents occur.

It cannot be said the following are acts of willful carelessness, but there will be accidents so long as men persist in jacking up cars using a bolt or buggy bar instead of the regular handle for the purpose. In cutting off rivet heads without providing some means of protection to the workmen nearby.

When compelled to climb over cars without carefully looking towards each end of train to see if there are any apparent signs of them moving. Crawling under cars anywhere, especially in the switch yards. Sitting under a car which is likely to be moved from either end of the track by an engine.

Jumping on and off moving cars with both hands full of tools.

Not watching carefully street crossings that the movement of cars are obstructed by a building.

A co-operative effort is necessary.

Railroad organizations of every character and every employe should be deeply concerned and show their activity in "Safety First" principles. Keep the slogan "Safety First" always in mind. Keep the signs in big letters posted "so all can read as they run."

After all that has been said and done in this educational campaign against accidents, the three big important things to do are,

"Think Safety,

Talk Safety,

Act Safety."

Now we are all united for "Safety First." Let's go.

Warren Hickman,

Clerk, Car Dept.

Clinton Shops.

For the period dedicated to the National Railroad Accident Prevention Drive for the preventing of accidents on the Springfield division, I will submit this theory, that if every individual for the specified period will center upon himself the mental care and caution for his own safety that he daily expends for the safety of others, then this period will pass over this Division without one single accident.

It will be allowed without contradiction, in my judgment, that the old saying, "Familiarity breeds contempt," is true, and is exemplified by the railroad man is his daily life to a greater degree than in any other vocation.

The handling of long freight trains, the danger of wrecks of trains breaking in two, the falling of brake beams, and hundred and one other dangers that may occur to a train, and which do occur, and through which almost every

man connected with the operating department passed through with safety, naturally breeds a mental fatality, and a theory that the individual is immune from accident that really forms the basis of the greater number of accidents that occur. That this is true, can be seen at any time by anyone at a switch-yard, at any depot platform or at any place where railroad operatives are at work.

You will observe the autocrat called Conductor, of the through passenger train, lets the first cars pass by him until the train is going fast and then gracefully steps on board one of the last Pullmans. Very graceful, very impressive 'tis true, but some time the result will be sorrowful friends will say, "How natural he looks."

The brakeman on the through freight who alights for a hasty sandwich, will not take the opportunity of catching a slow moving car, but waits to the end when attained speed is probably 15 or 20 miles and then gracefully grabs the side holds of the caboose and wraps one leg around the end of the car. Very graceful, but probably some day he will be furnishing experience to some company surgeon.

The man on the section does not love his work so much that he won't take time to straighten his back, apparently delights so much in his work that he sticks to it until the train is within 150 feet of him, then jumps onto a main track to get out of the way into another dangerous point, and some day he jumps too slow and the undertakers ambulance arrives. These facts can be remedied by issuing the proper instructions and see that they are promptly executed.

So much for our side of the safety period and our shortcomings, but if we are to have a real safety period the public must not be maimed or killed.

How can this be accomplished?

It is evident that the campaign of education has failed on the public, as automobile crossing accidents with its awful toll of death and injuries, apparently is on the increase, in spite of all the warnings, and the motor fatalists apparently out number the railroad fatalists.

As love, kindness, and good advice for the safety of fellow men has failed on the motorists in inducing him to use a little precaution for his own safety, I would suggest that for this period the Springfield Division place watchmen on all dangerous crossings, and have him take the number of every motor car that crosses the railroads in violation of existing state laws and that each and every one violating the statutes be prosecuted.

I will venture to say that the passing over to the judge the little old ten dollars and costs will, if given the same publicity as all the good advice has been given, will result in an almost instant education to the motorist for his own safety. It is particularly a difficult problem to reduce the number of accidents until all people understand the importance of exercising good judgment at all times together with the thought always before their own minds, "SAFETY FIRST."

Elizabeth A. O'Brien,
Clerk to Supervisor,
Pana, Illinois.





Mechanical Equipment in the 63rd St. Depot and Office Building, Chicago, Illinois

By Mr. D. J. Jones, Mechanical Assistant to Engineer of Buildings

Very few people realize the amount of mechanical equipment installed in an office building to provide for efficient and satisfactory operation. This equipment is usually located in the basement where very few of the people using the building take the trouble to visit because they do not have to worry about the source of their comfort and conveniences so long as everything runs along smoothly.

Following is a description of the mechanical equipment which has been installed in the building, and which is the subject of this article.

Boiler Plant Equipment

The three boilers used for generating steam for the different apparatus in the building are what are known as the water tube type, and have a capacity of 250 h. p. each, making a total boiler capacity of 750 h. p. These boilers were manufactured by the Page Boiler Company, of Chicago. Two of the boilers are used during the winter months and one during the summer months. By this arrangement it can be seen that one boiler is always available for repair, cleaning and washout purposes.

Each of these boilers is equipped with two safety valves, a steam soot blower, and all apparatus required for correct and efficient operation. The draft for the furnaces under the boilers is controlled by means of an automatic damper regulator. This regulator controls not only the damper but also regulates the speed of the stoker engines, thus assuring cor-

rect and economical operation of the boilers at all times.

For the maintaining of constant supply of coal to the grates of the boilers they are equipped with "Model" automatic mechanical stokers. These stokers are operated by two steam engines which are arranged in such a way as to permit of either one or both being used at one time.

The coal is delivered to the building in cars and is dumped directly from the cars into storage hoppers under the tracks outside of the building. The coal is then conveyed to the magazines of the stokers by means of inclined steel chutes, the movement of the coal being accelerated by hand when necessary.

The ashes from the boilers are removed from the boiler room floor and are discharged into cars on the track level by means of a continuous bucket ash elevator. This elevator is equipped with a drag chain for feeding the ashes to the elevator boot. The ash elevator and drag chain are driven by a five horse power (5 h. p.) continuous speed electric motor.

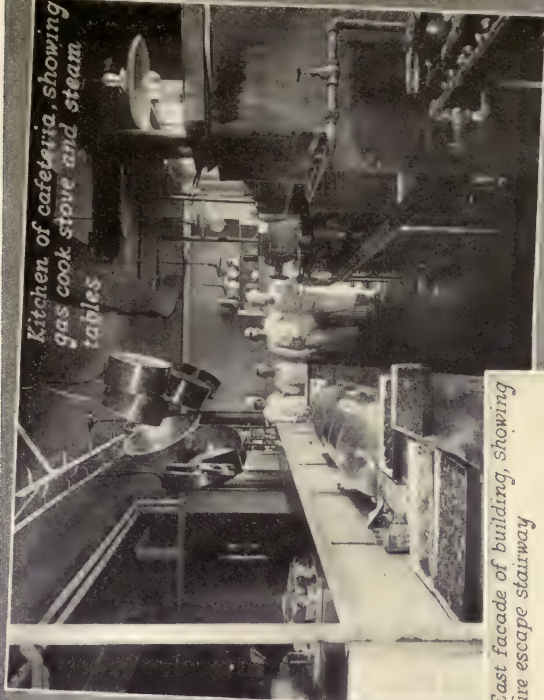
This ash removing apparatus was manufactured by the Webster Manufacturing Company and is capable of removing approximately ten (10) tons of ashes per hour from the boiler room floor level and delivering same to cars on the track level.

All water converted into steam is fed into boilers by means of steam driven boiler feed pumps of which there are two in number, each of the pumps being cap-

*Pent house on roof.
Showing water storage tanks
and overhead work of elevators*



*Kitchen of cafeteria, showing
gas cook stove and steam
tables*



*East facade of building, showing
fire escape stairway*



able of taking care of the total load. These pumps are what are known as the "Simplex" type, and are equipped with governors for proper control, and mechanical oilers for lubrication. The size of these pumps is 10"x6"x12" and they were manufactured by the American Steam Pump Company of Battle Creek, Michigan.

All water passing through the boiler feed pumps is heated to a temperature of approximately 210° F. by what is known as an open feed water heater, the heating medium being the exhaust steam from the various steam consuming apparatus. In heating the feed water by this method a considerable saving in coal and water can be made on account of the fact that for every 11° the temperature of the feed water is raised, a saving of 1 per cent of fuel can be accomplished and the steam condensed when intermingling with the water can be used over again in the boilers. This heater is equipped with a cold water make-up, also purifier and filter for purifying the water.

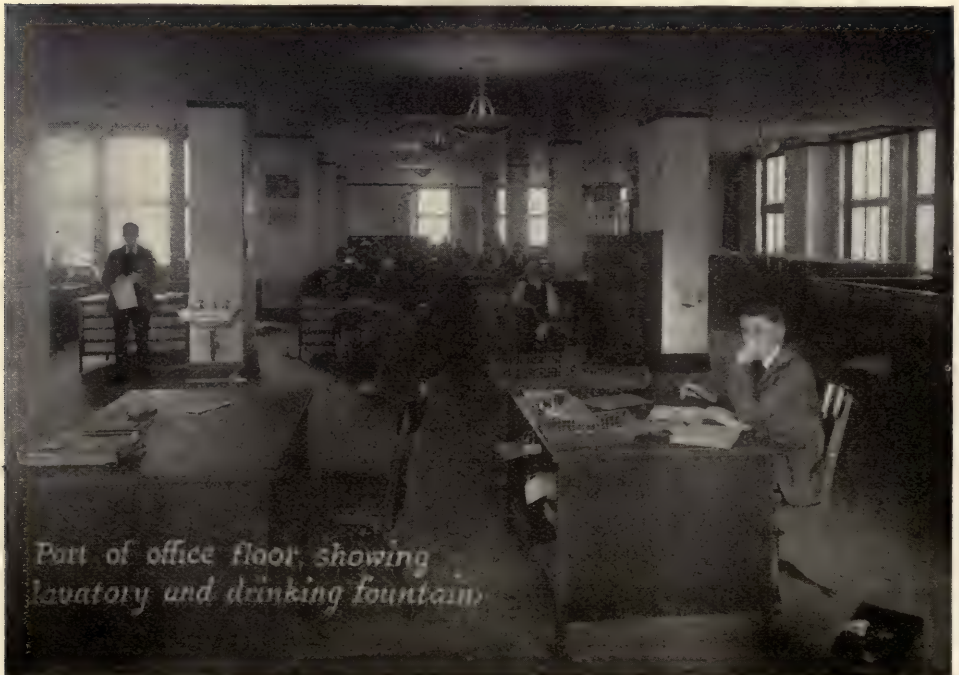
This feed water heater was manu-

factured by Warren Webster & Company, of Camden, New Jersey, and is capable of raising the temperature of 12,000 lbs. of water from 50° to 210° F. per hour.

Elevator Equipment

There are five Hydraulic direct acting plunger elevators in this building, four of which are used for passenger service exclusively and one for combination passenger and freight facilities, the four passenger elevators serving all floors from first to ninth inclusive and the combination passenger and freight elevator serving all floors from basement to ninth floor inclusive.

These elevators are distributed in two banks, three (3) on the east side of the building and two (2) in the Southwest corner. Each of the passenger elevators has a lifting capacity of 3,300 lbs. and the combination freight and passenger elevator 5,000 lbs. Elevators when used for passenger service travel at a speed of four hundred and fifty (450'-0") per minutes. All cars are equipped with annunciators for signalling the operator from the different floors. Each



floor landing has signal lights over the gates of the elevator hatchway to indicate the direction of travel of the elevator, the direction of travel being shown by the use of different colored lights.

As can readily be gathered from the above these elevators are operated by hydraulic pressure. The elevator car is attached to a plunger which works in a cylinder sunk into the earth to a depth somewhat greater than the maximum rise or travel of the elevator. When water is forced into the cylinder, the plunger rises and pushes the car upward. To make the downward trip the water is permitted to escape gradually from the cylinder allowing the plunger to descend under the influence of gravity.

The total present rise of the elevators above the first floor is approximately one hundred and eleven feet (111'-0") the cylinders, however, were sunk into the earth to a depth of approximately one hundred and seventy feet (170'-0") this additional depth being provided to allow for a future additional rise of fifty-nine feet (59'-0") to take care of the elevator service of four additional floors which are to be added to the building at some future time.

The machinery used in connection with the elevator plant consists of three steam driven tandem compound elevator pumps size 16"x25"x12"x30". These pumps are what are known as the "Simplex" type and are equipped with governors for proper control and mechanical oilers for lubrication. The piping of the pumps is connected in such a manner as to allow for individual or collective operation; however, only two of the pumps are operated when the elevators are running, even at the rush hours. The remaining pump is held as an auxiliary.

These pumps are connected to what are known as "Pressure" and "Discharge" or "Surge" tanks, of which there are one of each for each bank of elevators. The pressure tanks are 72" in diameter by 31 feet long and are used for the storage of water under pressure for operating the elevators, the pressure carried on these tanks being 185 lbs. per

square inch by gauge. The discharge or surge tanks are 72 inches in diameter by 26 feet long and are used for the storage of all water returned from the elevators when they made the downward trips a pressure of 15 lbs. per square inch being maintained on these tanks.

In order that the elevators may be operated without shock and excessive fluctuation the pressure and discharge tanks are kept half full of water and the other half air. For maintaining a constant air pressure on the tanks two steam driven locomotive type "Westinghouse" high pressure air compressors are provided.

When safes or other heavy material are lifted on the combination passenger and freight elevator, a steam driven pump which is known as a jack or high pressure pump is used for pumping water direct to the elevator cylinder. The speed of the elevators when lifting heavy freight is twenty-five feet (25'-0") per minute.

This elevator system was installed by the Standard Plunger Elevator Company of Worcester, Mass., and the pumps were furnished by the American Steam Pump Company of Battle Creek, Mich.

There are also two automatic electric driven dummy elevators, one for distributing mail from the mail room to all floors, and the other for transferring papers from one floor to another. These elevators are operated by means of push buttons located on each floor.

Heating and Ventilating System.

The main office and through passenger station waiting room portions of the building are equipped with Mechanical Heating and Ventilating Systems.

All equipment used in connection with these systems is located in the basement and on the roof of the building.

The fresh air is taken from a supply duct extending from the roof to the basement, and is delivered to the building by means of two electrically driven fans, located in the basement, to which are attached heaters equipped with air washers. The air when used during the win-



Through passenger station waiting room, showing supply and exhaust grilles of ventilating system.

ter first passes through what are known as the tempering coils, which increase the temperature of the air to such a degree as will prevent the water, used in the air washer, from freezing in extremely cold weather; the air then travels through the washer, and all dirt and foreign matter is removed when the air passes through a screen over which a constant stream of water flows. In order that there will not be an excessive amount of moisture in the air when it passes through the final heating coils, the air washer is provided with what is known as an eliminator; all excess water is caught in the eliminator and returned to the water pan in the bottom of the air washer.

The water used in the air washers is kept in constant circulation by means of two electrically driven centrifugal pumps.

The humidity of the air being supplied to the different rooms in the building is also controlled in the air washer.

After the air passes through the air washer it is drawn through the re-heat-

ing coils and is heated to a final temperature, and is then delivered to the different parts of the building by the supply fans through the various supply ducts, these ducts being located near the ceiling of the rooms.

The exhaust fans of the Mechanical Heating and Ventilating systems are located on the roof of the building and are connected to the different floors by means of exhaust ducts. All foul or vitiated air is removed by these fans and is discharged direct to the atmosphere. It can therefore be seen that none of the air, which has once passed through the building, can be used over again. The supply fans for the office portion of the building have a combined capacity of delivering 64,000 cubic feet of air per minute to the building or 3,840,000 cubic feet per hour. This means that the total volume of air in the rooms is changed at least three times per hour, or once every twenty minutes.

The supply fan for the through passenger station waiting room is capable

of delivering 4,500 cubic feet of air per minute of 27,000 cubic feet per hour or one air change every fifteen minutes.

The exhaust fans of both the aforementioned mechanical heating and ventilating systems remove all vitiated air from the rooms as the fresh air is being supplied.

The amount of indirect radiation in the heaters as follows:

Portion of Building Served	Units	Radiation sq. ft.	Total sq. ft.
Office Building	2	3420	6840
Through Passenger Station	1	360	360
Grand total indirect radiation			7200

The radiation in the heaters is only figured to take care of heating the fresh air supplied to the portions of the building served by the systems.

The mechanical Heating and Ventilating System is used in the summer time for the purpose of supplying fresh air, also for regulating the humidity of the air.

For taking care of the heat losses through the walls, windows, doors, etc., approximately 26,000 square feet of direct radiation is installed.

The system of heating used in the building is what is known as a low pressure vacuum heating system using exhaust steam from the various steam consuming apparatus. Provision is also made for injecting live steam at low pressure into the supply mains in the event that there is insufficient exhaust steam available.

All return water or condensation and air is removed from the radiators by means of vacuum pumps of which there are two in number, each of the pumps being capable of taking care of the total load. These pumps are what are known as the "Simplex" type, and are equipped with governors for proper control and mechanical oilers for lubrication. All water passing through these pumps is discharged into the feed water heater and is used over again in the boilers, thereby eliminating all possible chance of wasting the warm water which is returned from the heating system. The size of these pumps is 10"x16"x20" and

they are manufactured by the American Steam Pump Company of Battle Creek, Michigan.

All toilet and rest rooms in the building are ventilated, the vitiated air being removed by the exhaust fans which are located on the roof. There are nine changes of air per hour provided for in all toilet and rest rooms and the approximate amount of vitiated air removed per hour by the fans is 550,000 cu. ft.

All of the above heating and ventilating equipment was installed in the building by Kehm Brothers Company, Chicago, Heating Contractors. The fans used in this installation were furnished by the American Blower Company, of Detroit, Michigan, and the automatic temperature control apparatus by Johnson Service Company, of Milwaukee, Wisconsin.

Refrigerating Equipment

The building is equipped with a refrigerating system for the purpose of cooling the water supplied to the drinking fountains on the different floors; also for the cooling for the storage rooms which are used for storing meat, vegetables, etc., in the cafeteria portion of the building.

The refrigerating machine or ammonia compressor is belt driven, operated by means of a fifty horse power (50 h. p.) electric motor, and has a refrigerating capacity equivalent to the melting of twenty-five tons of ice every twenty-four hours.

The drinking water is circulated throughout the building by means of two electric driven centrifugal pumps, after having passed through a water cooler in which the water is reduced to a temperature of forty degrees Fahrenheit. All of this water is taken from the city mains, through two filters before being circulated; one of the filters is what is known as a mechanical sand filter and the other a disc filter, this latter filter having a disc of blotting paper through which all the water passes after being delivered to the distributing pipes. By double filtration as mentioned above it



Part of office floor showing fresh air supply drilled direct radiation under windows, and connections to dictograph machines.

can readily be seen that all impurities and foreign matter are removed, and the water when delivered to the drinking fountain is palatable and refreshing. The temperature of the water is lowered, to the degree mentioned above, in a water cooling tank in which there are submerged ammonia coils, and the ammonia in passing through these coils removes the heat from the water. The tank is well insulated to prevent heat from penetrating, and thereby raising the temperature of the water.

The storage rooms in the cafeteria are kept cold by circulating brine through piping in the rooms, the brine being circulated by two electrically driven centrifugal pumps, all heat being absorbed by the brine when passing through the piping, the brine then being returned to a cooling tank. This cooling tank is similar in construction to the water cooling tank mentioned above. Other cooling apparatus, such as cooling tables, milk and cream coolers, etc., used in the cafeteria are also taken care of by the circulation of brine.

The refrigerating machinery was furnished by Kroeschell Bros. Company of Chicago, and the circulating pumps, both for drinking water and brine, by Yeomans Bros. Company, of Chicago. All piping in connection with the above plant was installed by Kehm Brothers Company.

Water Supply and Plumbing.

On account of insufficient pressure being maintained on the city water main all water used for domestic purposes above the first floor of the building is supplied from two elevated storage tanks of 3,000 gallons capacity each, making a total of 6,000 gallons. These tanks are located on the roof and the water is elevated to them by means of steam driven pumps of which there are two in number, each of these pumps is capable of taking care of the total load. These pumps are known as the "Simplex" type and they are equipped with governors for proper control and mechanical oilers for lubrication. The size of these pumps is 14"x8"x12" and they were manufactured by the American

Steam Pump Company of Battle Creek, Michigan.

The water used on the first floor and in the engine room is taken direct from the city mains.

All lavatories, slop and utility sinks are provided with hot and cold water and the following is a list of fixtures in the building:

Lavatories	154
Slop sinks	19
Utility sinks	18
Shower bath	1
Toilets	92
Urinals	35
Drinking fountains	58

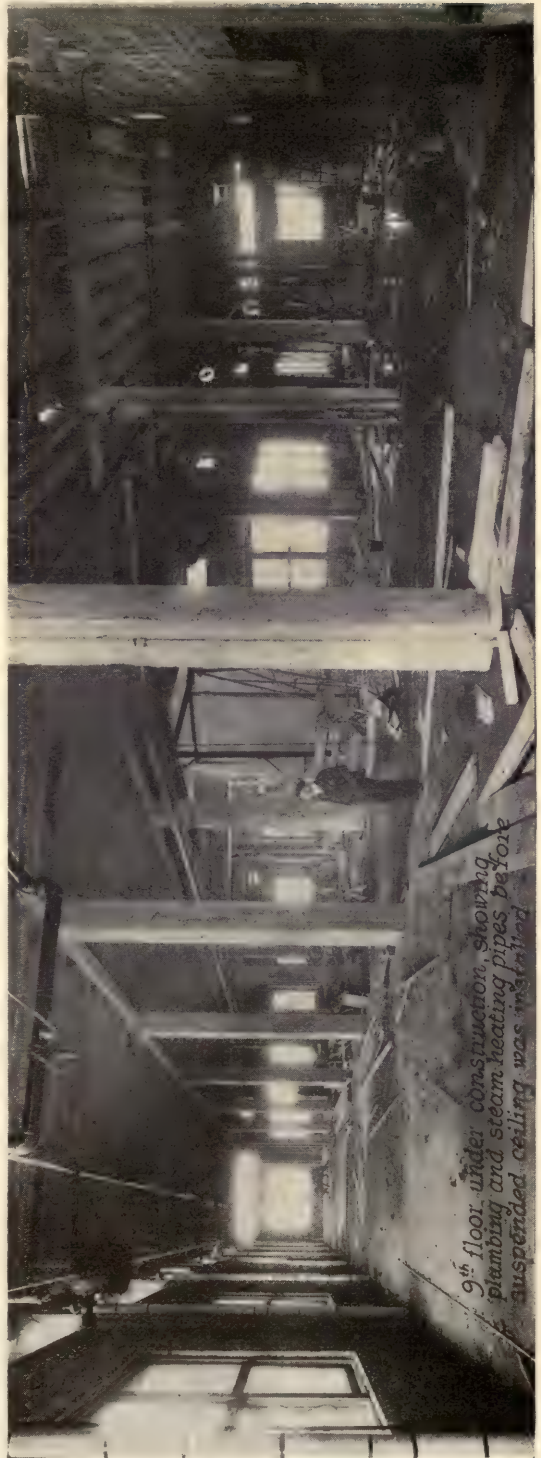
These fixtures are of the latest and improved type, and are distributed throughout the building in the most suitable and convenient location. The piping for the fixtures is so arranged as to allow for repairs to each individual fixture without interfering with any other part of the system.

All hot water is heated in water heaters located in the basement, the heating medium being exhaust steam from the various steam consuming apparatus. In the event of insufficient exhaust steam being available, arrangements are made for injecting live steam at low pressure into the tubes of the water heaters.

All the plumbing work in the building was installed by Mortimer & Ryan of Chicago, plumbing contractors.

Fire Protection Equipment.

For fighting any possible outbreaks of fire, the building is equipped with a steam driven Underwriter's Fire Pump. This pump which was manufactured by the Worthington Pump and Machinery Company, is what is known as a "Duplex" pump equipped with a governor for proper control and mechanical oiler for lubrication, and is capable of delivering two $1\frac{1}{8}$ " water streams or 500 gallons per minute at a pressure of 150 pounds per square inch. Water is taken direct from the city water mains, and the discharge of the pump is connected to three stand pipes which extend from the basement to the ninth floor. At



9th floor under construction, showing plumbing and steam heating pipes before suspended ceiling was installed

every floor each stand pipe has connections for one 2½" fire hose and one 1½" fire hose, and all connections are provided with the regulation length of fire hose with play pipe nozzle. The stand pipes also have a cross connection from the elevated water storage tanks.

Additional fire fighting equipment such as chemical extinguishers, axes, etc., are provided on each floor.

There are fire alarm boxes located at various points on the different floors, to give warning to the Engineer, so that the fire pump may be started in case of necessity. The fire bells on the alarm boxes also indicate the floor on which the fire is located by means of a predetermined code, the number of rings denoting the floor and location.

Provision is also made for connecting the City Fire Departments Fire Engines to the stand pipes, these connections are at the street level on the exterior of the building on the 63rd and Dorchester Streets sides.

This fire fighting apparatus was installed jointly by Kehm Brothers Company, Mortimer & Ryan and the McFell Signal Company, of Chicago, and it complies in every respect with the Fire Underwriters' Rules and Regulations.

There are also three steel fire escape stairways on the exterior of the building.

Miscellaneous Equipment.

On account of the basement floor of the building being approximately 7 feet below city datum, it was necessary to install two automatically operated bilge pumps for removing all water which could not be carried away by the city sewers by gravity. One of these pumps is steam driven and the other electric driven.

All tabulating and dictograph machines are electrically operated, and the current is furnished by an electrically driven generator set.

The cafeteria is equipped with the following machinery:

- One electric driven mixing machine.
- One electric driven meat cutter.
- One electric driven dish washer.

One electric driven propeller exhaust fan.

One electric driven potato peeler.

All cooking and baking in the cafeteria is done by means of gas stoves.

When the equipment mentioned was designed, precautions were taken to allow for the future addition of four floors to the building. All important equipment such as boilers and pumps are duplicated, so that no delays or inconveniences will be experienced in the event of breakdown.

All of the above equipment with the exception of the hydraulic passenger elevators was designed and installed under the supervision of consulting mechanical engineers of Neiler Rich & Co., of Chicago.

ILLINOIS CENTRAL

By Jim Warren.

Inconvenience never happens on the Central.

Leave on time is a rule that we hold high.

Lives are guarded with the very best attention.

In courtesy our limit is the sky.

Never sleep nor loiter at the throttle.

Our passengers are always safe and sound.

In the "Panama" or in our slowest local.

"Safety First" is our slogan all around.

Can't be beat when it comes to giving service.

Earnest workmanship we always do maintain.

Never give our Patrons reason to grumble or give them any reason to complain.

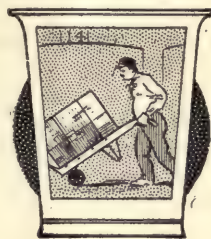
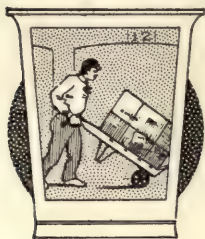
Trains are always neat and tidy when departing.

Remember Cleanliness is a virtue true,
And if all the Railroads were just like the Central

Little grumbling would the fickle Public do.

FREIGHT TRAFFIC

DEPARTMENT



Development Bureau

By Donald Rose, General Development Agent

While in writing an article concerning the various activities of the Development Bureau, there is no dearth of material, there is some question as to just what phase of our work would prove most instructive and interesting. The fact that we are now at the beginning of another year, however, suggests that this might be an appropriate time to give a brief review of some of the more important work undertaken by this department during 1919.

We have concentrated our efforts on stimulating agricultural development, promoting improved farming methods and practically everything else which contributed to its advancement. These efforts included rotation and diversification of crops, development of pastures, silos, the introduction of high grade live stock, dairying, creameries, improvement of marketing methods, general use of limestone, organizing community meetings with special reference to dairy cattle, increased milk production, livestock clubs among the boys and girls, increased production of legumes, cow testing associations and various activities of less importance, but all necessary in the work of advancing agricultural interests.

It may be well to give some details concerning several of the more important activities.

Limestone—Soil Improvement.

Realizing the importance and necessity of more limestone being used along practically all our railroad south of Mattoon, we have carried on a strenuous campaign throughout the year urging the use of limestone with excellent results. In addition to having prepared, printed and circulated a booklet on "Limestone," applications for which have exceeded fifteen thousand copies, we have aided and encouraged the organization of farmers' limestone associations for the purpose of building at our stations where specially needed, limestone bins holding six or more carloads of limestone handled on a strictly cooperative basis, thus meeting the needs of the farmer in allowing him to haul the limestone to suit his convenience and weather conditions. During the past year eighteen of these associations have been organized and many more are under consideration.

The necessity for these limestone associations and propaganda will be apparent, when I state that over 75% of the soil in southern Illinois is acid and must have a liberal application of limestone as a requisite to soil development and crop production. In 1919 over 300,000 tons of limestone has been spread on farms in twenty-seven counties in Southern Illinois. Many thousand addi-

tional tons were ordered, which quarries were unable to supply. The producers promise to increase their output for 1920 and should they do so, it is conservative to say that over 500,000 tons will be used in Southern Illinois this year.

Applying limestone at the rate of four tons per acre, the 300,000 tons above referred to would cover 75,000 acres and the increased production of corn due to the lime, based on figures from experiments made by the University of Illinois covering a period of years, would be 12 bushels per acre on a total of 900,000 bushels, if the entire acreage thus treated had been planted to corn, or 750,000 bushels of oats, or 825,000 bushels of wheat.

Community Meetings.

To create a greater interest in the use of limestone, as well as in dairying and livestock in general, community meetings were held at Kinmundy, Alma, Farina, Mason, Tamaroa, DuQuoin, Cutler, Anna, Pinckneyville, Swanwick, Tilden, Olney and in the rural districts of other counties of Illinois. These meetings were attended by farmers, bankers, merchants and business men, all displaying a keen interest in the greater development of their communities. One or more representatives from this department addressed each of these meetings. Practical demonstrations were given in judging dairy cows, beef cattle, hogs, sheep and chickens, and also in testing soil for acidity. The attendance ranged from 100 to 4,000 people.

These meetings were invariably successful, not only in attendance and interest, but in producing satisfactory results. At the Tilden meeting orders for over one hundred carloads of limestone were placed during the day, and the outcome of other meetings was the formation of limestone clubs.

Dairying and Livestock.

There is no more important work entrusted to us than the development of the dairying and livestock industry, and we have not allowed other matters to interfere with our definite and continu-

ous efforts to improve existing conditions.

While considerable attention has been given to promoting this industry in Southern Illinois, our greatest efforts were put forth in the territory south of the Ohio river. In Mississippi the soil had long been depleted and when the boll weevil devastated the cotton crop, the agricultural situation became so alarming that the rehabilitation of the worn-out farms became an actual necessity.

In this period of reconstruction the Mississippi farmers turned to the dairy cow and a modest beginning was made in the construction of one creamery in 1912 with a total output of 17,000 lbs. of butter for the year.

The necessity existing for developing a higher grade of dairy stock is apparent, when it is stated that of 23,000,000 milch cows in the United States, only one and one-half percent are purebred dairy stock, and even a much less proportion than this existed in the South. Continuous preaching of the necessity for more and better grade stock is showing results. In 1918 there were 41,000 more milch cows in Mississippi than in 1917 and this constituted the largest increase of any state in the Union. Louisiana was not far behind with an increase of 33,000. The increases of other cattle for the same period was Louisiana 90,000 and Mississippi 64,000. Farmers are continually importing purebred bulls and purebred dairy cows into the state and the beneficial results are recognized and widely commented upon. In one county where the Illinois Central placed five purebred sires in 1916 the farmers bought 75 purebred bulls this past year.

The one modest creamery in the entire state of Mississippi in 1912, with its output of 17,000 pounds of butter for the year, has developed into about thirty creameries now in operation with value of products approximating \$5,000,000. And the industry is only in its infancy.

The dairy cow, when given the proper opportunity, is always instrumental in bringing about substantial prosperity

to the farming district, frequently turning failure into success. In a recent extensive trip through Mississippi and Louisiana the statement was freely made to me by bankers, merchants and creamery representatives that in their experience farmers who deliberately and intelligently went into the dairy business were not only successful with their first venture, but usually continued to improve their herds through selection and constructive breeding. Their farms are also more productive through soil improvement due to dairying. One instance was cited by a banker in a Mississippi town, where a creamery is located. One of his patrons, a hardworking farmer met with financial difficulties, on account of failure of crops, etc. On the advice of the banker this farmer decided to go into the dairy business on a very limited scale. He was successful from the start and instead of having a mortgage on his farm, he is now financially clear, with a good herd of dairy cows and a balance of \$600.00 to his credit in the bank.

The development of the dairy industry in Louisiana is equally encouraging. Recently the Agricultural College authorities decided that some active steps should be taken to stimulate interest in dairying by getting first hand information on the care, feeding and breeding of a dairy herd by purchasing better dairy cows, etc., and as a result organized a Dairy Farmers' Observation Tour from both Mississippi and Louisiana. There were fifty-two members in this party, including leading professors from the Universities of Louisiana and Mississippi, bankers, dairymen, farmers, stock raisers and several women, all sufficiently interested in the dairy and livestock business to spend one week in the highly developed dairy sections of Wisconsin—now the greatest dairy state in the Union. This was not a junketing trip, but was a tour for serious investigation. I can testify to this, having been a member of the party on the entire trip from Chicago. The party started out each day at 7 a. m. and con-

tinued their activities until darkness set in. Some of the best breeding establishments were studied at Fort Atkinson, Waukesha, Madison and Monroe and from these community centers side trips were made to many dairy farms, breeding farms, creameries, condenseries and cheese factories. From the questions asked by various members of the party at each of the points visited, it was plain to see that these people were very much in earnest in obtaining the best possible information which would aid them in carrying out their own plans in Louisiana and Mississippi. One direct result of this trip was the purchase of several carloads of pure bred and high grade dairy stock, and more will follow.

In October last an important event took place at Gurley, Louisiana, on the Y. & M. V. R. R. Here is Sunny Slope Farm owned by Mr. George L. Gayden, who has been breeding Jersey cattle for twenty-five years, and whose herd now numbers more than 400 purebred and high grade cattle. On October first an auction sale of fine Jersey cattle was held at Gurley and about sixty animals were sold, a large number of which were purebreds. This sale was the first of its kind in the state of Louisiana, was attended by over 1,000 people and means much to the development of the dairy industry, as practically all these high quality animals were sold to Louisiana buyers.

Sweet Potato Dry Kilns.

The South is the natural home of the sweet potato, but only during the last two years has attention been given to the proper and intelligent assorting, packing and shipping of this valuable crop. Sweet potatoes ought to have as careful handling as apples, for as a matter of fact they will not stand rough usage as well as apples. The special efforts made to improve old conditions have been very successful. Where formerly over forty per cent. of the crop was lost due to poor handling, the wise use of containers and the construction of dry kilns have reduced this loss to

a very small figure and greatly improved the quality of the potato. While on January 1, 1918, we had very few of these up-to-date kilns on our lines, we have now about thirty in operation with all latest improvements and a total capacity of 158,000 bushels.

In addition to these subjects, attention is given to many other matters of less importance, but all tending towards the one main object of agricultural advancement and development.

We work closely at all times with the State Agricultural Colleges, their expert extension workers, with County Agents and Farm Advisers, and also with Chambers of Commerce and other organizations vitally interested as we are in the upbuilding of our territory. In this way we are kept in close touch with the people along our lines, extending our aid and advice where necessary and helping them solve their agricultural problems.

Purchasing & Supply Department

The Handling, Storing and Distribution of Material

By R. E. Downing

Division Storekeeper, Mattoon, Ill.

This is a broad subject and one that until recent years has not been given the attention which it deserves. Of course, successful handling of material requires the close co-operation of all departments.

In order to prevent delays to work account of lack of material, the Storekeeper or other Officer in charge of supplying material must be alive to working conditions and the material situation as to deliveries. While it is necessary to keep sufficient material on hand at all times, care should be exercised to avoid carrying excessive stocks.

Orders for material should be watched closely, as naturally it is the desire of the Department doing the work to "get busy" when authorities are granted, and when the "lid is off," orders are liable to be very heavy. As we all know, it is much easier to get requisitions approved

under these conditions, which is liable to leave a heavy stock on hand when the "lid goes on." Accurate knowledge of the situation is, of course, very essential, and at times it seems as though a Storekeeper is expected to be a prophet, as his stock is supposed to be in line under all conditions.

The maintenance of a good set of stock-books is very important in handling general items, but the Storekeeper's general knowledge of conditions is highly essential in regulating his stock. Having thus fortified himself, he must then keep in close touch with those whom he is supplying.

If through any failure whatever the Storekeeper is short of necessary material, he should immediately get in touch with the party requiring and handle special. In extreme cases it may be found advisable to arrange

through Purchasing Department for local purchase in sufficient quantities to keep the work going without delay.

One of the most important features of economical handling and one which seems to be overlooked on many Railroads, is that of ample storage facilities,—the prevailing opinion apparently being that practically almost any shed or "lean-to" will serve for such purpose. If looked into closely, however, it will be found that while the first cost of adequate storage facilities appears high, the saving in deterioration of material, and labor in handling will pay ample returns on the investment.

It is generally advocated by those who have made a study of this feature of storekeeping that a one-story structure of cement or brick should be provided, with windows at least seven feet from the floor, with oil storage in concrete basement and vacuum pump system located conveniently in storeroom. Basement should have ample storage facilities so that oils may be received in tank cars, which will eliminate the loss resulting from barrel storage and shipment.

Bins for storage along the walls and double cross bins in center should not be over seven feet in height, with ample trucking space between double bins and ends of same and wall bins, thus presenting a uniform and neat appearance when all double bins are of the same length and lined up the full length of building.

All material should be so housed or piled as to be under the immediate supervision of a stock-keeper and classed by section or accounting class, which method will permit the stock-book and material items to read alike, and facilitate taking and ordering of items required.

Castings stored in the open, if finished, should be oiled or painted and so arranged on platform as to be easily accessible to truckers or cranemen,—where crane is provided. All other material such as axles, pipe or flues should be similarly handled to prevent pitting or deterioration from rust.

Lumber sheds should be provided for all dressed and kiln dried lumber, which should be suitably stripped to allow circulation of air. Lumber piled in the open should be at least 12 inches off of ground, stripped,—front end of pile to have pitch of 1 inch per foot over rear end, and each strip directly over one beneath it. Front of pile should be perpendicular, and strips placed flush with ends to protect stack from the weather, as this will prevent water getting in at front end and draining off at rear of pile.

Commodities of such nature as cannot be conveniently stored on platforms, should be neatly piled, most accessible to point of use.

Another very important feature is the handling of material for special jobs on line of road. Except where considerable time will be required for fabrication on the ground, material should not be ordered or delivered at work site until actually required for application. The ordering of material for special work prior to the approval of the authority is certainly an erroneous practice, as in this way a large amount of money is tied up indefinitely, and in some instances it has been necessary to transfer material to another point to apply on authorized work, involving a waste of labor, and is at best a very expensive proposition.

Road Department Storehouses should be provided with a water-tight storage room for cement housing and this commodity should not be forwarded until actually required for use, thereby preventing the loss which quite frequently occurs due to improper storage at job site. This likewise applies to lumber and other items used on line of road, which can be loaded and shipped promptly when workmen are ready to start.

I have endeavored to cover this matter in a general way without entering into details, however, no manner of handling outlined or system devised will work out successfully without the close co-operation of all concerned, and the

closer Division Officers work together, the better will be the results and the more economical will all lines of Railroad work be performed.

Naturally there will never be a time when the successful Storekeeper will be able to furnish on a moment's notice every item of material required by all whom he is serving, but there also will never be a time when those he serves

can use the material he has secured for them as promptly as anticipated. However, if all put forth every effort to work together to the best interest of all concerned, and consider they are all members of one family with but the one object in view of best serving the Company from which they draw their salaries, then and then only will the best results be obtained.

Things We Should and Should Not Do

HAPPY NEW YEAR TO ALL!

If the United States is good enough to live in, why not become naturalized and call it "OUR FLAG"?

Why use new material when old is available and will answer the purpose?

Advice is cheap. Apply it to yourself.

A human being learns early to talk but late when to be silent.

Who helped win the war? **THE RAILROADS!** Help the Railroad now!

When you drive an automobile, you are constantly on the lookout for nails, glass, etc. Follow this same procedure around the shops. Pick 'em up if liable to cause a personal injury.

Don't run for a train and catch it moving! If you are late, stay late. You will at least avoid the possibility of losing a limb or your life.

Help yourself and others will help you.

What makes a good Railroad? **THE FAITHFUL EMPLOYEES.** Are you one of them?

Undoubtedly you now realize the value of fuel. Some one suffered during the recent shortage! Save fuel, regardless whether the mines are operating or not.

Keep all papers, etc., from behind radiators. It makes a bad appearance and may cause a fire.

Anthracite coal costs approximately \$11.00 per ton. It's far too valuable to waste! Whether or not you consider this in your home, conserve it for the Company.

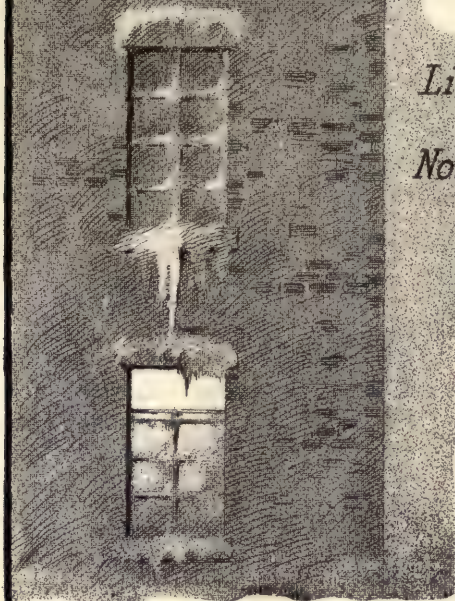
Goodbye—will see you in the **FEBRUARY** issue.



Passenger Department

Little Talks with the Rambler

Notes of Interest to the Service



A CHRISTMAS REUNION.

At about the time the newspapers began to advocate "Do your Christmas shopping early" the Rambler came to me and asked what I thought of his getting up a little Christmas luncheon party. He said he had always felt that it was the day above all of the year for home gathering, and he had doubts if it would be wise to attempt in any such way to break into the Christmas spirit of the homes of the various friends whom he had in mind. "I thought, however," he went on, "that inasmuch as ordinarily the festivities begin with Christmas Eve, running over Christmas morning and into the home Christmas dinner, that possibly by the end of the afternoon of that day the family activities would be practically over. So it occurred to me that possibly it would not be an intrusion on my part to gather the clan together, so to speak, for a sort of quiet and restful ending of the day. I would like to have those whom I have in mind, which of course will include

yourself, at my apartment but it is too small, and somehow I do not want to break into the usual holiday of my housekeeper as would be the case had she to prepare the modest little spread I contemplate. I am not thinking of anything pretentious along the banquet line, as probably all would be 'fed up' at their home dinners. Just a quiet little outlay that will take the place of the usual 'cold bite' at that time of day at home, and give us an excuse for friendly intercourse."

I saw the drift of the Rambler's thought that led to his hesitation in the matter; but on the other hand was inclined to encourage him, as I had often thought that he should give more heed to the social amenities of life. He was always active and busy about something, but I had heard his friends complain that they sometimes had hard work to draw him out in social lines. I was in doubt, however, just what to devise in this instance, as in my mind I admitted that there was something in the thought that led him to question the expediency of his scheme. Finally, in a moment of inspiration I said to him, "Really, I don't know Rambler just what to say; but women know all about such things. Why not ask Mrs. Tyro?"

The result was that at eight o'clock on the evening of Christmas day the Rambler's party were all seated around a beautifully decorated table in a private

room at Ligonier's famous hostelry. There were present Mr. and Mrs. Tyro, Mr. and Mrs. Slim, the Professor and his daughter, the Trunk Lady and her new soldier husband "The Colonel", Miss Ouri, Snap Shot Bill, the Rambler and myself. The Professor and his daughter were up for their usual indulgence in music, and were assiduously taking in the opera and concerts. The Trunk Lady, whose new home was only about 150 miles away, was making a visit to her old home and incidentally busy shopping in the stores. Miss Ouri had come to the city for the double purpose of shopping and visiting with her old friend the Trunk Lady.

When extending the invitations the Rambler had confided to Tyro that he was somewhat at a loss as to what to do about entertainment for the occasion. "You see," he said, "it will not be a formal, many coursed affair. Of course I expect that we will take our time with what we do have to eat, and there will be a jolly good talk fest as it is going on, but we do not want to string the eating out too long even with social chat in between. Formal speech-making would hardly fit the occasion. Some of the ladies might give us a song but I do not feel like asking them. What would you suggest?"

Tyro said he would think it over, which he did with the result that a little later the Rambler received a telephone call from him saying, "How would it do for me to read an original story when we get to the coffee and cigars and let that be the only entertainment?" "Fine," was the response. "But I do not want you to go to the trouble of writing something especially for our amusement." "O, never fear about that," laughed Tyro. "It will not be my story, but it will be an original one and one that has never been published." So it was agreed between those two that such would be the only special feature of the occasion, and it was also agreed that nothing should be said about it until the time came for reading.

Concerning the luncheon which the Rambler gave his guests, and which

while relatively simple was by no means a "bread and cheese" affair, and as to the social intercourse that went with it, it is not necessary to go into detail. Suffice it to say that in time the little party reached the point where even the dessert had been finished and the conversation began to lag. Then it was that the Rambler in an informal way said Tyro had agreed to finish the evening by reading them a story that had never been published. At this announcement there was a clapping of hands and a general expression of pleasureable anticipation, after which an expectant silence followed.

Taking a somewhat bulky envelope from his pocket Tyro prefaced his entertainment by the remark that he would read a manuscript that had been submitted for publication in the Sunday edition of his newspaper, but which had never been published. "And," he added dryly, "it never will be. It contains, however, certain elements of diversion which I thought might be enjoyed by this little company of friends. The story is called 'Little Sparkle—A Christmas phantasy.'" He then began to read:

"A heavy snow-fall had occurred three days before Christmas and left a soft, white crystal covering heaped high on Little Sparkle's window ledge. The day after, the storm was over and the sun's bright rays poured down on the city, sending out its most intense glow of winter warmth. It made the streets sloppy under foot and so melted the drift from Little Sparkle's window ledge that throughout the entire day old Sol seemed to take a special delight in causing big drops and little streams of water from it to fall below onto the heads of passersby. But night overtook Sol and his work before more than half the snow had been melted from the ledge. So, as the gathering darkness spread over the great city and the chilly night wind rose from its day of repose to begin its wandering to and fro, Little Sparkle was left with still quite a drift of snow on the ledge as her silent and only companion. After a while, however, from directly under her came the

sounds of voices singing. The sounds were but the untutored notes of those in the Mission prayer meeting in the room below, but they gladdened the heart of Little Sparkle as much as if they had been of the sweetest, for all about was now dark, cold and bleak.

"So bleak and cold was it that the little thing shivered and nearly cried from sheer lonesomeness. The crowds passing to and fro that she had watched all day in the streets beneath were now so thinned and so indistinct as to afford no entertainment. The pretty shop windows opposite were covered with frost which completely shut out the view of their attractive Christmas wares. The only place within sight that showed any signs of life or animation was the notorious saloon on the corner with its brilliant lights over its door and its brightly illuminated windows, and through the door of which a constant stream of debased humanity was passing. But this did not appeal to Sparkle, so in her lonesomeness she was not only pleased to be diverted by the songs of the Mission meeting, but soon began to be interested in what was being said there by the Mission preacher; for, the room evidently being over-heated, a window directly under that of Little Sparkle's had been lowered at the top so that she could plainly hear every word that was spoken.

"Finally Sparkle began to wonder what the meaning was of each song, for she was still very young and 'Rock of Ages, cleft for me,' and other familiar hymns that were sung were unknown to her. As she listened she heard for the first time the story of the nativity, told after the faithful shepherd of that motley flock had ended his brief reading from the word of God with:

"'Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

"'And suddenly there was with the angel a multitude of the heavenly host praising God, and saying,

"'Glory to God in the highest and on earth peace, good-will toward men.'

"As he thus closed his reading he ex-

plained in simple words so that he was readily understood by his humble hearers, the full significance of that wondrous story. Among other things he charged them that if in what required money they were unable to take account of the Christmas pleasures, none were so poor or so forsaken but that they could feel that 'peace on earth' by at least trying to do some good to others. 'Even a kind word, though roughly spoken, if need be,' he said; or, 'A helping hand, if no more than to lift the weary wife's wash tub to the bench as the man goes out to his labor, will bring you nearer to a Christmas feeling than if you left those things undone.'

"Long after the window of that heated room had been closed when the meeting was over, Little Sparkle thought intently on what she had heard. But it seemed impossible to her that she could do anything to brighten anyone's life. 'However,' she at last whispered to herself, 'I can at least try.'

"The next morning—the morning of the day before Christmas—as soon as the bright sun's rays had begun to send their welcome light through her window she reflected back their glories in most brilliant prismatic colorings. Later, when the thin, weary seamstress came to her daily task at the window opposite, Sparkle was delighted to see a smile of pleasure light up her wan face as for a moment she stopped with her needle unconsciously poised in her hand and noticed the radiant beauty, form and coloring of so humble a thing as herself.

"This caused Little Sparkle to seek other windows as a further possible means of gladdening some weary or aching heart. But in vain; the rest of the little world within the radius of her vision was too much pre-occupied with the cares of the day to be attracted even by her loveliness. So she turned her attention to the passing below in the now busy street.

"Soon she was attracted by the jingling bells of a stylish sleigh, drawn by a pair of spirited bays being driven by

a liveried coachman, in which was seated a young lady and young gentleman, both rosy in the flush of youth and beauty. The sleigh drew up to the entrance of a large dry goods store and the girl alighted, saying to her companion as she did so and tapping him gently on the arm as she spoke, 'Now you must just wait out here while I do this last bit of shopping. You will not mind it, will you dear? After tomorrow you can always go with me.' The laugh and the tender look she gave him as she said this proclaimed them lovers. The man watched her fondly until she disappeared through the doorway, repeating to himself, 'After tomorrow, after tomorrow! Yes, my dear girl,' he mused, 'after tomorrow you will be my own dear wife; and what am I to be worthy of such a wealth of affection, tender solicitude and unbounded confidence as she will bestow on me? I am wealthy and can take good care of her comfort. I appreciate that fact for all that it means, and it means much. I am nevertheless, entitled to no credit for it. Neither my brains or my energy in any way contributed to the accumulation of my wealth. I inherited it. I will be good, loving and true to her, thanks to inherited characteristics of a long line of honorable ancestors, and to a mother's loving training. Surely, under ordinary circumstances this ought to be enough. But there is one circumstance in connection with that sweet bit of humanity that makes it incomplete. She thinks that I am a great artist. She insists that I am. And what is worse, she is intensely ambitious for me to win great fame as such. True, she will always be the same loving and loyal woman whether I do or do not win fame. Neither will she let her disappointment if I fail, and she herself realizes it, be known to me if she can help it. But in a subtle way she will miss the full roundness of her complete happiness if all her expectations of me in the line of my art do not materialize.

"And I? I have talent, I work hard and have been well schooled in the

technicalities of my profession. I have gained some little local notoriety but am not, no, by a long ways, I am not a great artist. Worse yet, I very much fear I never will be.'

"The face of that young man as he reached this stage of his reflections caused Little Sparkle, who had been watching him, to say to herself, 'Oh dear me. What can be troubling him? I wonder if it will cheer him up if I look as prettily at him as I did at the poor sewing girl?' She succeeded in attracting his attention but was only repaid by a cold critical stare in return. 'Bright, brilliant, even dazzling,' he muttered, referring to Sparkle. 'But still something lacking to excite more than a passing notice or a fleeting memory. Nothing to take hold of mind or heart and leave permanent impress.' Just then a cloud passed over the sun and obscured the brilliant colors of Sparkle; much it seemed to the gratification of the young man. 'Aha!' he almost exclaimed aloud, after a few moments of apparently intense scrutiny of Little Sparkle in her more somber hues. 'I have it! The awakening that may after all make me a great artist has been brought to me by the modest little thing in yonder window. Brilliant at times as need be, she is still wonderfully effective in her more somber hues caused by a passing cloud; but better yet, she at all times has an underlying quality of purity and simplicity. She teaches this—no more painting by me for sensational effects; but painting, painting, painting! And from now on it will be purity of expression and simple motifs.' Poor Sparkle did not understand this at all, but she knew by the changed countenance of the man that his troubled thought had been dissipated and that somehow she had been instrumental in making him happy.

"For the rest of the short busy day, Sparkle, as far as she could see, was unsuccessful in her efforts to be of service in any way to the unending course of humanity that came under her observation.

"Finally night came again—Christmas

eve. With it came the moon's bright beams and also the bitter, bitter cold north wind. The former threw their silver sheen so caressingly over Little Sparkle that had the young artist of the morning seen her then, he would have been still more deeply impressed by the lesson that she had already unconsciously taught him of the strength and beauty of chaste simplicity. The cold and roaring north wind drove almost every living thing from the street that could find shelter from their stinging contact. Even the doors of the saloon opposite swung on their hinges far less frequently than usual, notwithstanding which the visitors to the place were far too many. Among the visitors were a couple of men who had driven to the door in a hack, to the driver of which they gave orders as they alighted for him to wait their return.

"Yes!" grumbled Sam the hack driver. 'A likely night to keep a man out in the cold, until, I'll bet, 3 o'clock in the morning. And that ain't saying nothing for the horses,' he continued as he carefully blanketed his animals. 'But they'll pay well for it, or my name ain't Sam.' He beat his arms and stamped his feet to start a circulation and then began pacing back and forth to keep warm. Once or twice he looked longingly at the continuously opening door of the saloon out of which came light and warmth and the sound of boisterous laughter. 'No,' he exclaimed stamping his foot decidedly. 'I will not go in. I promised her I wouldn't last Christmas, and I would be mean to break that promise on Christmas eve after keeping it for so long—a whole year. My! But it's cold though—here you little imp! Where you going there?' This last was addressed to a poor, miserable-looking, half-clad specimen of a boy; a veritable street gamin whom he had just discovered crawling into his hack.

"O, say Sam!" answered the boy in a half pleading and half defiantly impudent tone, 'just let up on yer jaw and let a feller have a little sleep, will yer? I ain't goin' ter hurt nothin', and it'll

be hours before them bloods o'yourn shows up.'

"Why Tim, me lad! It's you, is it? Well, tumble in,' replied Sam, 'But,' he continued, 'ain't you most froze? You seem to have left your Buffalo coat at home. Ain't you 'fraid the dampness from it will take the polish of'en the top of yer piano where you probably left it?' As he thus chaffed the waif in the strain that the lad himself most frequently used, and which Sam knew would most please him, he was busy covering his little guests with his heavy carriage robes, Tim having stretched himself on the soft cushions of the hack. 'Cold, Tim?' he asked kindly, as he was about to close the door. 'Not now, but I was mighty bad off a bit ago,' was the answer. 'Say,' he continued, as Sam made a motion to leave him, 'yer needn't call me from my luxurious couch 'till bankin' hours in the mornin'. Got a check I'll have to get cashed before I can get me proper breakfast at Kingsleys.'

"Poor chap," thought Sam. 'I'm 'fraid he'd a been passing in his check before morning if he hadn't struck that snug berth. His old man's drinking again, I suppose, and kicked him out. I wonder now,' he thought some moments later, 'if the tucking up in that hack of mine, to keep him like as not from freezing, ain't one of those little things to the good that the preacher told about last night.' Sam was an attendant at the Mission, where Little Sparkle had heard the singing, when his business gave him an evening off.

"In the meantime, what of poor, starved, ragged, little Tim? Immediately on stretching out on the soft cushions he began dozing off to sleep. Before losing himself entirely however, his heavy eyes caught sight of Little Sparkle through the hack window. Sparkle never looked more subduedly beautiful than she did at that moment. The bright moonlight had given her a silvery radiance past all description, relieved here and there by contrasting shadows, while her slender and graceful form had

seemed to take on a new and exquisite shape. The shape of an angel it seemed to poor Tim, and he feebly stretched out his wasted arms to it as he finally sank into oblivion with a sweet smile on his face as if he were seeing a heavenly vision.

"Two hours later Sam, hearing by their voices within that his customers were about to start for home, went to arouse the sleeping boy; but it was too late. Poor Tim the waif was dead. He had been frozen to death, the warmth that he had told Sam he felt being but the beginning of his end. As Sam held the lifeless form in his arms the now pallid face was again turned to Little Sparkle and she could see the sweet smile that it still bore.

"Then Sparkle, who had brought brightness for a while into the heart of the poor sewing girl, who had turned the tide of an earnest man's ambition in the right direction, and who had gladdened the last moments on earth of a dying boy—Sparkle, at the sight of that poor lifeless form became so agitated that she lost her hold on the window-sill to which she clung, fell to the pavement below and was shattered to pieces. For Little Sparkle was an icicle."

There was a moments silence when Tyro ceased reading and began putting the manuscript back into its envelope. A silence that was broken at last by Mrs. Tyro who exclaimed, "Howard, why did you not publish that? I think it beautiful." "Well," said her husband with an amused smile, "there were reasons. Slim, what do you think they were? Had you been in my place, on what grounds would you have rejected this manuscript?"

Slim, it will be remembered, was a novice on Tyro's paper and it is presumed the latter thus appealed to him to draw him out. Possibly Tyro took that means to see how Slim's judgment as a writer was developing. At least Slim seemed to so regard the inquiry, for he was quite thoughtful and guarded in his reply. "Well," he said, "as a whole I should say it was out-of-date. The writer has sleighs on a busy city street instead of

a limousine." "And he has," interrupted Bill, "saloons apparently open all night, whereas we all know there are no longer saloons at all, while for years before they ceased to exist there was a midnight closing law."

"Again," continued Slim, not noticing Bill's interruption, "the writer also has things a little mixed I think. That is, he has a large dry goods store (to say nothing of such antedating the modern department store) mixed with saloons, stores whose windows are vivid with Christmas attractions, a mission room, and evidently a sweat shop apparently without a sewing machine, all in the same neighborhood and in sight of the icicle."

"Come to think of it," broke in Snap Shot Bill again, whose mind had not seemed to get by a certain point in the matter, "the sleigh might have been all right. True there is rarely a chance to use one in a large city, but for pictorial license it was proper to put it in the story; for what would Christmas time be without 'jingling sleigh bells.' As an artistic license it's all right," Bill gave as a finality. "But how about the hack, Slim? Should it not have been a taxi that Sam drove?"

"Nevertheless," spoke up the professor's daughter who was not particularly enjoying the line of criticism that the story was undergoing, "I think that parts of it were sweetly pathetic."

"The central idea of helpfulness that the story suggests as a whole," remarked the Professor, "is a creditable thought and was subtly worked out, showing promise on the part of the writer."

"That 'bitter, bitter, cold, north wind' passage and the one about it being 'dark, cold and bleak' made me shiver," laughed the Trunk Lady.

"But the bright moon beams that followed soon after, saved the situation," suggested the Colonel.

"The 'seamstress' got me," suggested Bill. At this, not to be outdone in suggestions Mrs. Slim (whom it will be remembered was still relatively a young bride) said, "I think that little love passage between the artist and his fiance

was just the right touch of color, as an artist would say."

"The ambition of the young artist and the conclusion he came to were very creditable strokes in the word picture," murmured the Professor *sotto voce*."

Thus Tyro's question to Slim became bantered about until Mrs. Tyro, who was really quite taken with the story and had remained silent during the discussion, finally said, "Mr. Rambler, what do you think of it?"

"Why," was the reply after a moments hesitation, "the thing that struck me the most was the carelessness of Little Sparkle in losing her hold on the window ledge and 'getting broke.' It reminds me of a party I once knew in the west who nearly went broke on account of a bit of carelessness in connection with her railroad tickets. The lady—yes, it was a lady," he nodded to the Trunk Lady in answer to her challenging look—"bought through tickets for herself and family from her home to the coast through her local ticket agent. However, as it was nearly a day's journey from her home to the nearest junction point at which she could get a sleeping car reservation, she sent her tickets to the agent at the junction in order to secure Pullman accommodations beyond, the time being short between the purchase of the tickets and her date of departure. Not, however, until she started from her home town did she realize that she had no transportation up to the junction although she had already paid for it. She had not asked for the return of her tickets account of there not being time for it to be made. Of course, under the circumstances she had to pay double for the initial portion of her journey, in consequence of which she nearly went broke in the matter of expense money en route."

A laugh went the rounds at the Rambler's reply to Mrs. Tyro's question. His answer, however, seemed to excite the teasing mood of the Trunk Lady, who said with an ingratiating smile as she nodded significantly to the Colonel, "And now tell us, Rambler, like the good soul that you are, about some time when you

were careless on some of your railroad trips."

"I surely will," was the prompt answer, "for it is useless to deny that many years ago I was not as experienced in travel as I am at present. It was in my younger days"—('I wonder how many years ago,' Bill whispered to Mrs. Tyro) "when I was a clerk in an eastern railroad office.

"I then boarded in the same house with a young fellow named Charlie, who, although but slightly older than I, was more world-wise. He had been born and educated in England from which country he migrated to Canada where he began his business career. Nevertheless his world-wisdom was not particularly along the lines or travel but rather in his intercourse with men and metropolitan life. We were living in Boston, but Charlie had a friend Jim, whose home was in New York although he spent but little time there, he being old enough to have acquired a good business of his own as a traveling salesman. But Jim and Charlie were in constant correspondence and in one of Jim's letters he raised the point, in late midwinter, as to where they could spend the summer vacation together, suggesting a camping out trip to the Adirondacks. The suggestion was favorably entertained, especially after Charlie had persuaded me to be one of the party. From then on there was considerable letter writing between Jim and Charlie, and much discussion between us, as to what we should carry and how to pack it to 'go light' in accordance with Jim's reiterated instructions. The latter had made the trip several times before, and early in the game had suggested, in view of his experience, that he be the 'Captain' of the party and attend to all details; especially as both of us were 'sure enough tender feet'; for neither of us had camped out before or used a gun to the extent that would enable us to be of much service to Jim in shooting deer so that we could 'live off the country' supplementary to the few canned goods accessories that Jim listed in one of his letters.

"To make a long story short, the time

came in the following summer when we three met at Saratoga Springs, at which place Jim borrowed two rifles for our use and completed his final purchases and arrangements. The last included even the taking away of our money, except a small amount that might be needed for incidental and personal expenditures. This because the captain idea was so strongly imbued in Jim's mind that he argued as he was to pay all bills as we went along he should have the money to do it with.

"On the morning of our departure from Saratoga Springs for North Creek, the railroad gateway into the Adirondack region, we went to the station together, immediately on reaching which Jim's activities as captain began. Before leaving us for the ticket office and baggage room he said: 'Now I will get the tickets and then see that our baggage is properly taken care of. Our train leaves from over there,' and he pointed to the place where he said the North Creek train would be standing after another train had gone through. 'I will not see you again until somewhere up the road,' he continued, 'for I am going to put our stuff on the train when it backs down and will then stay in the baggage car for a while sorting our packages and cleaning the guns that I borrowed for you. I put my own gun in shape before leaving home. I will have the tickets and will see the conductor before you do so that your passage will be all right. Now be sure and get on the right train.'

"We promised and waited patiently until finally a train pulled into the station from which crowds alighted and many people boarded. It was standing where we thought Jim had told us our train should be, and just as it was about to pull out we concluded it was ours and that it was time for us to get aboard also, which we did. We went into the smoking car, but it was so well filled that we had to look inquiringly at a pleasant appearing gentleman who seemed to be occupying more than his share of seats with a lot of personal baggage. The man understanding our

look, very promptly and smilingly gathered up his belongings in such a way as to make room for us opposite him, apologizing as he did so for not having noticed us before. Then he immediately ran into a flow of conversation that captivated us from the start. Before we were fairly seated he explained most volubly that he was Mr. So and So, the well-known magician en route to such and such a place to give an entertainment. At the same time he took a pack of cards from his pocket and began to shuffle them. This was followed, with the quick motions of one of his profession, by his placing the pack face up before us and telling us to note a certain card; any card we pleased and tell him when we had done so without letting him know which card it was. One of us nodded that the selection had been made and he immediately shuffled the pack again and quickly held up a card which was acknowledged to be the one that had been selected. This was followed immediately by many other rapidly performed tricks of a similar nature, accompanied by a running line of talk at about the speed of a sewing machine in full operation. It naturally followed that he soon had a crowd standing about him in the aisle, while we became completely engrossed in what he was doing; not only account of the wonder and interest of his tricks but because we were the favored ones to whom all his conversation was addressed.

"In the meantime the train conductor came through for tickets, and on his asking for ours we were too busy to pay any more attention to him than to say that a gentleman in the baggage car had them. He went on working his train after which, presumably, he went back for those tickets of ours in the baggage car, for in due course he came to us a second time saying that he found no gentleman with tickets for us and asked where we were going. We told him to North Creek, whereat with a look of disgust at us he said, 'Why didn't you tell me that before. I could have put you off at the junction and you could have

still got your North Creek train, as it follows us for about four miles. You are on the train for Montreal. Our first stop is Fort Edward.'

"In brief, as a result we spent several very dull hours at Fort Edward and then returned to Saratoga Springs where we found Jim disgustedly waiting for us on the platform. 'I told you,' he said, 'that the North Creek train would back in after the through train had left. I should have known better than to have left you two green horns to yourselves until I had at least got you started right. I got on the right train and did not miss you until the conductor told me he could find no mates for the two tickets that I presented for you. I had to go sixty miles up the line and then double back, and we had lost a day.'

"How we finally got up into the woods, made a mess of deer shooting and had to live off our canned goods with the exception of two large lake trout that one of us caught, is another story; but" he concluded directly addressing the Trunk Lady, "what little I have told satisfies you I hope, that for at least once in my life I too was careless."

Before there was an opportunity for comment on the Rambler's little narrative, Mrs. Tyro unexpectedly introduced an entirely new topic of conversation. She was seated beside her husband and as the Rambler was talking had perfunctorily picked up the envelope containing the story of Little Sparkle from off the

table where Tyro had laid it. It was the envelope which had carried the manuscript through the mail, and as she listened to the Rambler she casually noticed the date of the postmark on it. It will be remembered that she was so interested in the Little Sparkle story that she impliedly chided her husband for not publishing it. Hence, as soon as the Rambler had finished she exclaimed, "Howard! Is this the envelope that manuscript came in?" Tyro nodded that it was; whereupon she continued: "You received it last August, and if you were not going to publish it, why did you not return it promptly so that the writer could have found another market for it, as I am sure he, or she, could easily have done. That thought was evidently in the mind of the writer when sending it to you so far in advance of the Christmas season. You have, possibly, by your negligence deprived someone of much needed money in payment for this literary effort." She said this so earnestly and in such apparently chiding tone as to cause a smile or a laugh on the part of those seated around the table. Tyro himself laughed most heartily for a moment and then assuming a serious air shook his head and said very solemnly, "I am sorry, my dear, but it could not be returned. The writer violated an unalterable rule in regard to such matters—the rule that 'rejected manuscripts will not be returned unless accompanied by postage.'

"There was not return postage with that story."

Notes of Interest to the Service

The following in regard to change of schedule is a reminder of what has already been issued in circular form.

Atlantic Coast Line: "The Pinellas Special" and the "The Tampa Special" have been inaugurated for the season and are now operated daily as follows: "The Pinellas Special," Train No. 95 leaves Jacksonville, Fla., 9:30 a. m., arriving St. Petersburg 5:30 p. m.; returning Train No. 96 leaves St. Petersburg 11:00 a. m., arriving Jacksonville at 7:00 p. m.

"The Tampa Special," Train No. 91, leaves

Jacksonville at 9:00 a. m., and arrives Port Tampa at 5:00 p. m.; returning Train No. 92, leaves Port Tampa 11:50 a. m., arriving at Jacksonville 7:20 p. m. Parlor cars and coaches are carried on these trains between Jacksonville and Port Tampa.

Missouri, Kansas & Texas: Service between St. Louis and the Oil Fields adjacent to Wichita Falls, Dublin and Cisco, Texas has been improved as follows: Train No. 3 for Denison, Whitesboro, Gainesville and Wichita Falls leaves St. Louis 9:03 a. m., and Train No. 5 leaves St. Louis for the

same points at 8:32 p. m. Train No. 3 for Dallas, Waco, Cisco and Stamford leaves St. Louis at 6:50 p. m. and Train No. 5 for the same points leaves St. Louis at 8:32 p. m. Sleeping cars on Train No. 3, St. Louis to Wichita Falls; on Train No. 5, St. Louis to Whitesboro, St. Louis to Waco and Waco to Cisco; on Train No. 1, St. Louis to Waco and Waco to Stamford.

Missouri Pacific: Train No. 5 leaves St. Louis at 8:30 p. m. instead of 9:30 p. m., for Little Rock, Texarkana, Dallas, Fort Worth, Houston and San Antonio. Train No. 17, Hot Springs Special, leaves St. Louis at 8:45 p. m. instead of 8:30 p. m. Train No. 3 leaves St. Louis 9:05 a. m., as at present, for Little Rock, Hot Springs, Texarkana, Dallas, Fort Worth, Houston and San Antonio. Northbound, new train No. 8, daily, leaves Hot Springs at 10:30 a. m., arriving at St. Louis 10:30 p. m. No change in schedules of trains Nos. 1 and 2—"Sunshine Special."

Chicago, Rock Island & Pacific: The Golden State Limited now carries Standard Drawing-room compartment sleeping cars between Chicago and San Diego, California via the new route between the east and San Diego via Yuma, and the San Diego and Arizona Railway, the Golden State Limited leaving Chicago daily at 6:00 p. m.

Illinois Central: It should be borne in mind that in accordance with Circular No. 5132 through open-section and drawing-room sleeping car service has been established between Chicago and Miami in connection with Florida East Coast trains, and between Chicago and St. Petersburg in connection with Atlantic Coast Line trains.

The following from a daily newspaper of a recent date is interesting in what it sets forth in the way of contrast, and particularly as to what was thought of speed at the beginning of the railroad era.

"Lecointe, a Frenchman, flew yesterday at a rate of speed exceeding 225 miles an hour and averaged 200 miles.

"That is getting a little nearer the coming speed of 1,000 miles which will enable man to fly around his little domain with the sun always above his head. New York to Paris in three hours will be reality, some day. Scientists say NO. But they only know what they cannot do. They don't know what future men will do. Scientists used to say that railroad trains could not go twenty-five miles an hour for any length of time, because such speed would be fatal to passengers; if long continued, and it would be necessary to build high walls along the tracks to protect the public from the wind of rushing trains."

Under the title of "The Operator's Star" C. A. Donart apostrophizes the signal light

as follows in the "Milwaukee Employes' Magazine":

"Twinkle, twinkle, signal light,
It's me who lights you every night,
'Way up on a pole so high,
Like a firebug in the sky.
Seems to me you might come down
Somewhat nearer to the ground.
Every night I climb up there,
Sixty feet straight in the air—
Risk my neck to make a light,
So the trains can run all right.
When the blazing sun is set,
And the semaphore is wet—
Maybe covered with thick ice—
Gee! that makes the climbing nice.
When it's forty-two below,
Little light, then out you go.
Twinkle, twinkle, signal light,
Won't you please stay lit tonight."

The following, which originally appeared in print under the title of "Refined English"; is a clipping found in the bottom of a drawer where it has reposed for many, many years. Hence we are unable to credit the original publication from which it was taken.

The following letter was lately received by a Montreal firm of bicycle manufacturers from one of their French-Canadian customers in a little Quebec village. It reads:

mister T. J. Jones and companee,
Notre Dame Street, P. Q.

Deer Sir:—I receive de bicyckel witch I buy from you alrite, but for why dont send me no saddel. wat is de use of de bicyckel when She doat have no saddel. I am loose to me my kustomers sure ting by no having de saddel and dats not very pleasure for Me. wat is de matter wit you mister jones and companee. is not my money so good like annodder mans. you loose to me my trade and I am verree anger for dat and now i tells to you dat you are a dam fools and no good mister T. J. Jones and companee. I send to you back at wunce your bicyckel tomorro for sure bekwase you are such a dam foolishness people.

your respectfuller,

J. B. St. Denis.

p. s.—Since I rite dis letter i find de saddel in de box. excuse to me.

Lies slumbering here
One William Lake;
He heard the bell,
But had no brake.

—Detroit News.

At fifty miles
Drove Ollie Pidd;
He thought he wouldn't
Skidd, but did.

—Rome (N. Y.) Sentinel.

At ninety miles
Drove Edward Shawn;
The motor stopped,
But Ed kept on.

—*Little Falls (N. Y.) Times.*

Under this sod
Lies Deacon Hale;
He winked, and drank
Some "ginger ale."

—*Utica (N. Y.) Press.*

Here lies what's left
Of Samuel Sipe—
(Stopped in the street
To light his pipe.)

—*Cleveland Plain Dealer.*

Here lies the bones
Of Abner Crump;
An auto honked,
He failed to jump.

—*Birmingham Age-Herald.*

At sixty miles
The late Sam Fatch
Turned loose the wheel
To strike a match.

The auto driver
Heard the train,
But took a chance;
A chance in vain.

—*The Right Way Magazine.*

Old farmer Wise,
With mare most fleet,

A coming train,
Thought he could beat.

The mare she did
Her level best—
The undertaker
Did the rest.

—*Illinois Central Magazine.*

There are snores that make us dippy,
There are snores that make us swear,
There are snores that banish slumber,
Make you rave and tear your hair,
There are snores plumb full of meaning
That tell what you really are;
But the snore that warrants murder
Is the snore in a Pullman car.

—*Nickel Plate Service News.*

Mrs. Diff—"How's your good husband getting along?"

Mrs. Biff—"Fine! Gone to work again at good pay."

Mrs. Diff (astonished)—"But I thought he had St. Vitus's dance?"

Mrs. Biff—"He has; but he learned to play a saxophone and then got a swell job with a jazz orchestra in a cabaret."

—*Buffalo Express.*

First Tramp (reading)—Dis guy says dat an epigram is a short sentence dat sounds light but gives yer plenty to t'ink about.

Second Tramp—Den I s'pose de judge's "ten days" is one, ain't it?

—*Boston Transcript.*

Loyeltee

By Lije Dyer

Be loyel wen de boss is in,
An loyel wen he's out;
Be loyel weder pœple grin,
Er stan aroun an pout.

"Do yar dooty as ya see it,"
Dat's wat one great statesman sed;
Sherkers, dodgers, drones and quitters
Nevuh did git fer ahed.

Don't ya tink yar goin' ta gané much,
Try'n ta squerm aroun yar work;
Face de issu lik a man,
An tunnel tru dat pile o durt.

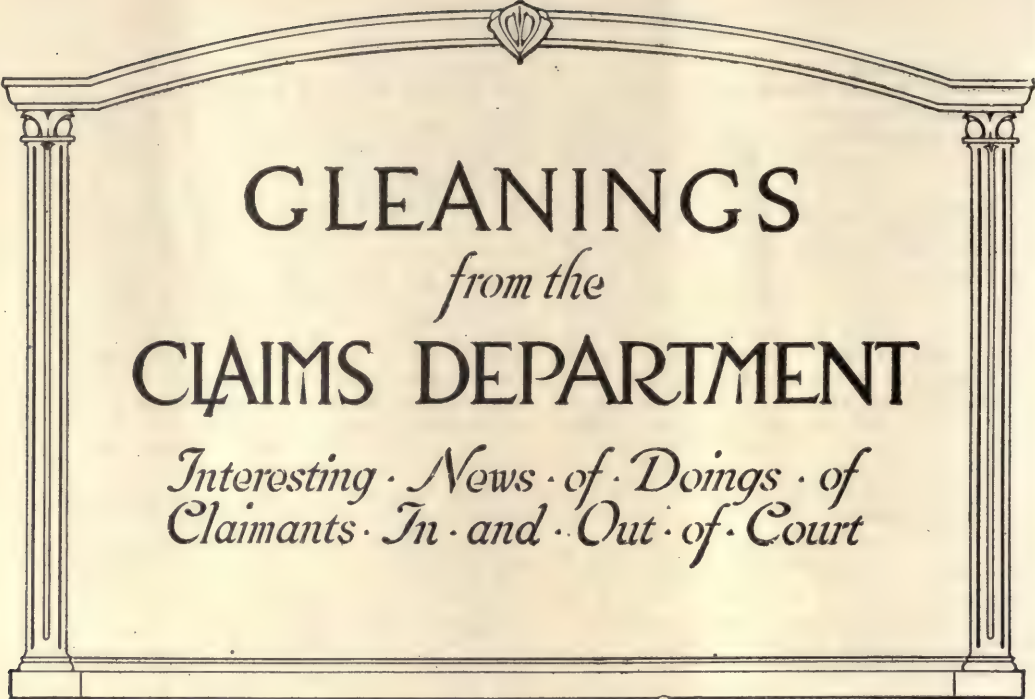
Dig out all dat correespondens;
How dya spoze doze fellers feel,

Hu have wated weeks ta settel
Wat yar nolege mite reveel.

Or perhæps yar steelin minuts
From de guy wat syns yar chek,
Smokin fags down in de basment;
Dey's no gud no how, by heck.

De summin ob de mattur's dis;
Dat tru de liblong day,
Jes tri an treet yar naber rite,
An keep on makin hay.

If ya don't no hooz yar naber,
May God help ya my deah man;
See Luk ten in de Ole Book,
An lern wat is de Marser's plan.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

“Careful” Automobile Driver Makes Two Unsuccessful Attempts to Knock Trains Off the Track

Mike Bobbish, formerly of Russia, but now of Herrin, Ill., has not yet learned to speak our language, nor has he even learned how to operate a Ford automobile, although he thinks he understands the latter. Mike is a coal miner and during the recent strike he had a lot of time on his hands. He also had a Ford automobile on his hands. These two things—plenty of leisure and a Ford automobile—are liable to lead anyone into trouble. After experimenting for a number of days, Mike got so he could keep his Ford automobile within the limits of a street if the curbing were sufficiently high.

We hear a lot nowadays about trains striking automobiles, but Mike turned the tables on this custom. He struck the train. He ran his automobile into the gates of 14th Street, in the town of Herrin. Fortunately, the gates were down. The collision temporarily wrecked

both the automobile and the gates. A train was approaching at the time. Mike had his family in his Ford automobile and had it not been for the collision with the gates, he certainly would have struck the train. It required several days to repair the automobile after the collision with the gates at Herrin. During that time Mike was literally out of business; that is, he was still on strike, and his Ford was laid up, but just as soon as he got his Ford out of the repair shop, he took to the road again, and among other stunts he performed with his Ford automobile was striking the Panama Limited broadside on the public highway just south of Dowell, Ill.

The Claim Agent has presented Mike with bills for the damage done to the gates and the Panama Limited and will insist upon payment as soon as Mike has time to earn a little money, now that he has gone back to the mines.

UNJUST BURDEN ON THE TAX-PAYERS

Some time ago the *Chicago Daily News* ran a series of articles relating to the congested condition of the courts of Cook County, giving as one of the reasons therefor the lack of judges before whom cases could be tried. The chief cause of the trouble, however, seems to have been overlooked; that is, the bringing of suits without merit by personal injury lawyers with view of forcing compromises, so as to avoid the expense and trouble of defending such cases. Fifty-one cases of this character were brought against the Illinois Central Railroad during the past two years. During the same period, twenty-nine of such cases were dismissed; and eleven cases were tried and won. Eleven cases are still pending. No doubt the other railroads entering Chicago were similarly burdened.

Illustrative of the character of suits which are brought, on January 1, 1917, a suit for \$25,000 was filed in the Superior Court by a man named Lapenas. About the same time an action was filed by Lapenas before the Industrial Commission. It was claimed he sustained a broken leg while at work on December 12, 1914. When the case came on for hearing, it was dismissed by his attorneys, but other attorneys renewed the case. When tried, the evidence showed that Lapenas had received the injury complained of at his own home; the Commission therefore found in favor of the Railroad, and the suit in the Superior Court was dismissed. Not only was the Railroad put to a great expense in defending these cases, but employes were required to lay off and leave their work so as to appear as witnesses.

It seems to be the practice of the Public Administrator of Cook County to sue upon all death cases taken charge of by him where the deaths occurred on the railroads, regardless of the merits of the cases. Very often these suits, after remaining on the calendar for a long while, are dismissed by the trial judges for want of prosecution.

The policy of the Railroad is to try

to settle all meritorious claims, but occasionally a case of merit is taken to the courts through the activities of personal injury lawyers, their agents and solicitors. The percentage of such cases, however, as compared to the frivolous and non-meritorious cases, is exceedingly small. It would be safe to say that 90 per cent of the litigation against the Illinois Central Railroad in Chicago grows out of cases without any merit whatever. A just case, therefore, suffers the delay of reaching an early trial on account of the congestion of the court dockets with these frivolous and non-meritorious cases. In the last analysis, the tax payer is the goat, as he is the one who is furnishing the money to support the courts and juries before whom such cases are brought and sometimes, but very rarely, tried.

THE TRAINED JAY BIRD

At a recent meeting of the Railway Claim Agents Association of Texas, which was held at Galveston, Billy Williams, one of the best known claim men in the country, was asked to give some reminiscences from some of his actual experiences as a claim man. Among other things he discussed was an experience he had with a claim for alleged injury to a trained jay bird. What he said about the trained jay bird claim follows:

"I ungrudgingly hand to M. De Champ, a retired vintner of New Orleans the distinction, whether he enjoys it or not, of presenting for my consideration the most unique claim that ever reached my desk. M. De Champ was an energetic member of the Southern Audobon Society and by the liberal expenditure of both time and money secured the enactment of laws looking to the conservation and protection of the 'feathered tribe.' He not only domesticated wild fowl with an ease that astounded students of ornithology, but achieved the most unusual accomplishment of training a jay bird. I learned from an authoritative source that the jay would perform all manner of interesting stunts, and it was quite

natural that between the bird and its master there should spring up a strong attachment. M. De Champ and his bird made periodical trips between the Crescent City and the Pacific Coast. This strange combination of a well groomed man somewhat advanced in years, going about the country with a jay bird as a traveling companion aroused more than a passing interest among fellow passengers but grew to be a familiar sight to train crews on the Transcontinental lines. My first impulse on reading M. De Champ's letter, was to treat the matter as a joke, but on re-reading the communication, I concluded that the writer was in earnest. I discovered in a short time that the claimant was a representative citizen of New Orleans and not the sort of person to be trifled with or put off lightly. It didn't look like good business to leave my office to make a fuss over a jay bird, and yet I felt intuitively that it was a case that called for personal contact and to New Orleans I sped. I found M. De Champ quite approachable, but highly indignant over the fact that one of our porters had inadvertently dropped a small hand-bag on the jay bird's foot. He described how the bird had suffered, emphasized the fact that he had been unable to coax it to perform any of its customary tricks; how it had grown morose and sullen and refused to eat; that the mishap was the direct cause for cancelling an important engagement at 'Frisco and a hasty return to New Orleans. The bird did look sick, but as far as I could see there was nothing wrong with its feet. I gathered from the claimant's explanation of how the accident happened, that the jay bird had hopped from the coach seat to the floor just as the porter was depositing the luggage and that it was the unexpected move on the part of the jay bird that caused the accident. I worked the soft pedal on the claimant and endeavored in every possible way to convince him that the porter was blameless, but he cast my arguments aside and continued to rave. I realized

that I was talking to an intelligent man who was being swayed by his feelings, and that eventually exhaustion would set in and that his anger would subside. M. De Champ was the fastest talker I ever faced in my life. I will tie both of his hands behind him and hobble him and back him against the world. I didn't have a stop watch, and I cannot say with any degree of accuracy just how fast and how long the Bird King talked, but I do remember that I watched a nervous little gold fish swim seven hundred and fifty times around a cute little grotto before M. De Champ began to weaken and finally pause. I jumped in before he could recharge, and assuming an emphatic air, began to attack some of the fantastical arguments with which I had been pelted and shot. I took the position that a jay bird was naturally nervous, and being cooped up in a swaying, rattling coach could but have the effect of aggravating that condition, and being among a bunch of strangers was not calculated to have a soothing effect on a bird that was high strung, restless and temperamental. I argued that while the law required a railway company to exercise the highest degree of care in the protection of its passengers, the jay bird in law and in fact, was not a passenger on the train, had not purchased a ticket, was really beating its way, and the only duty we owed it was not to wilfully injure it, and that the porter had intentionally hurt the bird could not be established. The claimant was finally placated, but it required about two hours of hard and incessant work to appease him. The train porter involved in the accident was one of the most intelligent, painstaking employes that ever occupied an humble sphere in life, but brains are of on particular value in a case of this kind, for no one can tell with any degree of precision just when and where a jay bird will hop."

A GOOD EXAMPLE

Our agent at Jesup, Iowa, Mr. L. J. Dodge, is very alert in looking after the

interests of the railroad. Realizing that he is more than a mere cog in a machine, but the representative of a great railroad, he took occasion to procure from the driver of an automobile, which collided with train No. 1/62 at Jesup, Iowa, about 2:50 p. m., November 15, 1919, an acknowledgment of responsibility in the form of a waiver, reading as follows:

"In connection with the automobile accident at crossing just west of Jesup, Iowa, station at 2:48 p. m., today, November 19, 1919, when train first 62 struck my Overland automobile, I hereby release the Illinois Central Railroad Company from any liability in connection with the accident, as it was entirely my fault in not stopping my automobile before reaching the track."

(Signed) GEO. HANSON.
Witness:

THOMAS J. CALDWELL.

Not only is Mr. Dodge to be complimented for his efficient and prompt action in serving and protecting the interests of the railroad, but the driver of the automobile is also to be commended for his honesty and frankness in admitting that he was to blame for the accident.

The example set by Mr. Dodge is worthy of emulation by all employees of this Railroad, not alone the act itself, but in the demonstration of loyalty, efficiency and foresight. It was a little job with a big purpose—a job well done.

WARREN COUNTY DAMAGE SUIT MILL BEATS ALL COMPETITORS

Warren County, Mississippi, continues to be the most litigious county on the Y. & M. V. Railroad.

Since July 1, 1919, there has been precisely the same number of damage suits filed against the Y. & M. V. in that county as have been filed against it in all the other counties combined, including those in the states of Louisiana and Tennessee, as well as Mississippi.

When the October term of Warren County court opened there were thirty-five suits on the calendar against the Yazoo & Mississippi Valley Railroad. Three were tried during the term, one resulting in a jury verdict in favor of the railroad; one in a peremptory instruction to the jury to find for the railroad and one in which a verdict was rendered in favor of the plaintiff. Seven cases were compromised, leaving twenty-five on the calendar at the close of the term which were continued to the next term. Of the twenty-five, fifteen were brought to previous terms of court, some of them having been on the calendar three or four years, being continued at each term. Presumably it was never intended that most of them should be tried, but that they were brought in the hopes of forcing some kind of compromise.

When the case was tried in which a verdict was rendered for the plaintiff there was an unusual development. The plaintiff was L. M. Cole, formerly foreman at Vicksburg Shops, and the suit was brought to recover for injuries alleged to have been sustained in a fight with another foreman at the shops, named T. A. Cannon. After the difficulty both foremen were dismissed from the service. Cole went to Hattiesburg, Miss., and secured a position with the Gulf & Ship Island. T. A. Cannon went to Anniston, Alabama, where he secured employment with the L. & N. Railroad.

The railroad had Mr. Cannon return to Vicksburg as a witness in the trial. As soon as he reached Vicksburg he was arrested and placed in jail, when it was found he had been indicted on account of the fight, charged with assault with intent to kill. Of course, when placed on the stand by the railroad it was shown that he was then under arrest, had been brought from the jail and would be returned there. Later in the same term Cannon was tried on this charge and it took the jury less than three minutes to acquit him. It is an old saying that "All is fair in love and war."

MANY ARE KILLED IN AUTO SMASHUPS ON RAIL TRACKS

Thirty-two residents of Iowa, including one Dubuquer, Peter Campbell, were killed in railroad crossing accidents during the first nine months of this year, according to the figures out by the Iowa State Highway Commission. There were 114 injured in similar accidents during this period.

The commission is carrying on a campaign to prevent accidents of this kind and have distributed big display advertisements, which are to be posted near railroad crossings. One of the displays reads as follows: "Don't kid yourself into thinking you can put her in high and pass, 300,000 smash-ups, 160,000 in the United States in 1918, and it is 90 per cent your fault."

In addition to the loss of life and limb, 120 cars have been smashed.

The following is the list of names of the Iowans killed during the period:

Peter Campbell, Dubuque; Albert Highmiller, Malverin; H. W. Pools, Council Bluffs; Edward Zellmer, Atlantic; Mrs. Emma Flint, Perry; J. F. Williams, Ames; Raymond Duckworth, Ames; Emil G. Deppe and Clark Deppe, Storm Lake; Hubert Niday, Allerton; Henry Hamdort, Wheatland; John McMahan, Mrs. McMahan and Imogene McMahan, Rockwell City; David Lamb and daughter, Onawa; Mr. and Mrs. Melvin Williams and Wayne Williams, Preston; Mrs. Mabel Virgil, Mabel and Blanche Virgil, and Rev. Andrew J. Kennedy, all of Gaza; Christ Peterson of Avoca; Houstin Nickolls and Harry Johnson, Westboro; Mrs. Frank Kies, Annie Kies and Gertrude Arns, of Lake View; Garland Doonan, Malcolm; Mrs. Percy Martin, Danville; Nellie Means, Coin.—Dubuque (Ia.) Times-Journal.

THE GRAND OLD ILLINOIS DIVISION

Somebody once said that God made the country and that man made the cities but that the Devil in Hell made the small towns. I have no data at hand to sustain

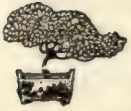
the allegation that these mortals and immortals had anything to do with the foregoing, but I do have some figures that show that the Lord surely loveth the Illinois Division.

I dislike to cast up these old memories; they are unpleasant and cause low murmurs of discontent, but we are about to leave the old habitat for a sojourn of a few months and we have been taking stock, a sort of an inventory of the days gone by and we are going to take the audacity of reviving them again, so that boys like Munson and Scott will have something to revere and emulate as the days go by.

I cannot say why this grand old division persistently clings right round the top year in and year out; we are no better than other folks, and no worse; we sort of ramble along at about an even gait, with no malice or intent on humiliation; we do have a rampant sort of time during the summer days when "careful drivers" are out, but otherwise we do not make much of a stir. But, year in and year out, and month after month, we manage to hold our accustomed position at the head of the long procession of hopefuls that continually pursue us in their mad attempt to get somewhere. We say this not boastfully, but kindly, and with our heart filled with pity. We do not know how they feel, but by jinks it must be mighty bad to ride in the dust all the time. We admit that we have had our face tinged with soil occasionally, and once in a while our feet have skipped and we have shown bad form, but this was temporary, and transient, for we immediately took a hitch in our suspenders and assumed our usual and familiar place.

We have never lost faith in this division, its people, its constituency, and its magnificent surroundings. It should be the banner division, it would be lacking in those who are entrusted with its administration did they permit it to ride anywhere but in the front ranks; hail to this division, this grand old Illinois division.

C. D. CARY.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Jimmie D. and Sweetie Get Sick

"Jimmie——?"

"Well, whatcha' want."

"Didn't I hear you spit on the floor again?"

"Naw, you didn't—you're always thinkin' you're hearin' things."

"You know you promised me you wouldn't spit on the floor again and I just won't clean up any more of your dirt—and I mean it."

Jimmie D. grunted, carefully rubbed his foot over something on the kitchen floor and threw his chew out the door, taking care to close it noiselessly so that Sweetie should not hear.

Then he marched into the front room and, with a face wholly innocent said, "I told you I wouldn't muss up the floor any more, Sweetie, and I meant it—Gee, a fella gets so used to chewin' and spit-tin' in the shops that he just can't stop off all at once when he gets home—have a heart, Sweetie, and give me a chance, can't you?"

Jimmie and Sweetie had only been married for a little less than a year and were occupying a little house, suitable to their means, near the great railroad shops where Jimmie D. worked.

Jimmie D. was a clever machinist and had made the somewhat common mistake most men make, of not getting married early enough in life—he had reached the mature age of twenty-four and considered himself quite a fount of aged wisdom but unfortunately had accumulated some habits which were

not altogether for his own good and health.

A little over two years before he had been seriously hurt and had been taken to the hospital, where, when he was able to notice what was going on around him, he had promptly fallen in love with Sweetie, who was a nurse in the great institution and, incidentally, a very pretty girl.

After Jimmie D.'s discharge, which took place some two and one-half months after his injury, the boys at the shop noticed that he made regular visits to the hospital, but the astute James fended off all inquiries by saying gruffly "got to get dressed, haven't I?" and actually got away with it until, one unhappy night, one of the shop gossips saw Jimmie D. and Sweetie at a movie together and wasted no time the next morning in asking "who the skirt was."

Jimmie threw a wrench at him but could not keep his face from getting red after which it was all off and the boys guyed him so unmercifully that he soon got so he did not care—and what's more, Jimmie was in earnest about Sweetie and did not let the grass grow under his feet for very long before receiving the assurance of Sweetie's assent.

The boys made a great fuss about the wedding but loyally chipped in and gave the bride and groom a very nice present and better than that, were openly envious of Jimmie's good luck in marrying

such a fine girl, for Jim was a great favorite at the shops and had many friends.

So far their married life had been all they could wish, the one fly in the ointment of their happiness being the proneness of Sweetie to lecture Jimmie D. on his personal habits and her usual closing remark, "it is not sanitary."

Jimmie stood it all very nicely and actually did improve somewhat in some ways as a result of his wife's teachings, but there was one habit which all Sweetie's talking did not seem to make lessen in the smallest degree and that was his total disregard for the feelings and health of others as shown by spitting anywhere and everywhere.

At first Sweetie had tried to get Jimmie to stop chewing but soon abandoned this futile plan for the apparently more feasible one of chewing only half as much—that is, only taking a chew every other time he felt the need of one. This soon proved a failure and, loving Jimmie as she did, Sweetie finally confined her efforts to trying to prevent his spitting so promiscuously.

"Jimmie dear," she would say to him with a smile "don't you realize that every time you spit in a public place, like the shop or the street or even in our own little home, that you are spreading disease?"

"I don't see why," Jimmie would say, "it dries up before very long and that's the last of it."

"No," Sweetie would patiently reply, "the first of it, meaning the trouble and danger for the other fellow, for when the spittle dries, the countless disease germs which it contains are blown everywhere and other people breathe them into their noses, throats and lungs and so catch the disease which the dust contains."

"But how do you know the germans—germs, I mean, are in the dust?"

"Because that dust has been examined under the microscope and found to contain the germs of pneumonia, tuberculosis—"

"Hold on—that's enough—now I know you're wrong, because you can't tell me

that any living man can recognize the difference between breeds of bugs."

"Yes, they can too, Jimmie D. and I have seen them myself when I was a nurse—old Dr. Elkins used to show me the germs of tuberculosis through his microscope up in the laboratory."

"Aw, gwan now, Sweetie, you might have seen 'em in the hospital but that is where sick people are—me, I'm healthy, I am."

"Listen Jimmie, those germs live for a long time in people before they begin to cause sickness, because the person they live in is so healthy that they do not show any signs of disease—they just fight off the beginning signs."

"Say, Sweetie, I just want to ask you one question—you're so smart and know so much—what are the signs that show up first, come now?"

Sweetie put her head on one side and half closed her eyes, a way she had when thinking deeply and said, "Well, first there is a little dry cough and the person begins to lose weight and appetite—"

Jimmie D. started, looked sharply at his wife and without a word, arose abruptly and left the room.

He grabbed his hat as he went out through the door and started down the street, walking swiftly and seemingly with definite purpose. Presently he came to a large office building and, ascending in the elevator to the fifth floor, went directly to the office of Dr. Elkins. The office girl informed him that the Doctor had not yet come in, whereupon Jimmie D. told her to have the Doctor make as early a visit as possible to the house.

The symptoms which had been given by Sweetie had been shown by her for the last three months and Jimmie D. was a mightily worried boy.

"Gee," he soliloquized, "wouldn't it be fierce if my good ol' Sweetie should have the 'con'—turn into a lunger—Gosh-a-mighty, it scares me stiff to think of it."

That evening Dr. Elkins called to see Mrs. Jimmie D., much to that young woman's surprise.

"Why, whatever did Jimmie want you to come and see me for—I'm all right."

"Now see here, ol' girl, how about that little dry cough and that cuttin' down on the eats—you know how you wake up in the night and cough."

Whereupon the Doctor interposed with, "Just to satisfy Jimmie, I think it would be best, now I'm here, to let me run over the lungs and be sure they are all right—eh, what say?"

The examination was conducted, Jimmie D. anxiously watching every move.

"Well, what's the jury say, Doc, I'm plumb anxious."

The Doctor looked grave and finally, looking Jimmie D. squarely in the eye, said, "Jimmie, your wife has the beginning of consumptive trouble in her right lung, with quite well marked signs in the left—I'm telling you straight because I want your cooperation, for something will have to be done right away."

"What you say goes, Doc, I'll do anything to get my Sweetie up to the mark again, but what sticks me is where did she get it?"

"Let me ask a few questions and maybe we can find out," said the Doctor.

"First, did any of your folks ever have lung trouble, Mrs. Jimmie?"

"No, not one—and what's more my mother and father both lived to be over eighty."

"Hm-hm—then it is quite probably not hereditary—do you sleep with the window of your room open, even in cold weather?"

Here Jimmie D. looked decidedly uncomfortable, for it was one of the points upon which Sweetie had insisted and

which he was accustomed to defeat by getting up and quietly closing the window after Sweetie was asleep.

He, looking miserably at Sweetie, accordingly answered the Doctor, "Nope."

The medical man, getting up briskly, said, "Let's see the bed-room anyway"—and walked towards the door.

The room which he entered was small but beautifully clean, all except a peculiar brownish stain near the head of the bed, which the Doctor's eye caught at once.

"Hello, what's this, Mrs. Jimmie?"

"Why, that's—that's—"

"Doc, she's ashamed to tell you—that's where I spit on the floor; I chew tobacco like sixty and always seems as if I couldn't go to sleep without a last good-night chew—and then I have to spit and slobber on the floor—she's tried to break me of it a hundred times, but——" and Jimmie's voice trailed off into miserable silence and he looked decidedly unhappy.

The Doctor said nothing but busied himself in scraping away at the brown stain, putting the results into a small bottle which he had taken from his pocket.

"You'll hear from me in a day or two, young folks, and in the meantime, let's have no more spitting on the floor."

"Sh'elp me, Doc, never again"—this from the abashed and miserable Jimmie. The Doctor's letter, which came the next afternoon contained the information that the brown stain had been rich in the particular bacillus which caused consumption and that the cause of Sweetie's sickness had undoubtedly been from that source.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Dr. G. G. Dowdell, Chief Surgeon,
Chicago, Ill.

Cherokee. Iowa, October 5, 1919.

My Dear Doctor:—I was operated upon at the Illinois Central Hospital, Chicago, September 12, 1919, for a very serious condition, having been a sufferer from gall stones. The operation was a complete success and I am recovering very rapidly and will be

able to return to work in a short time. I haven't had a bad day since my operation and I am feeling much better than I have for years.

Very few employes know what a great place the Illinois Central Hospital is. I claim it stands without an equal in the country today. All of the doctors and all of the nurses at the Illinois Central Hospital, Chicago, are fully competent and rank with the best in the country. The hospital is up to date in every particular. Everything is done for the patient's comfort. You may add my name as a booster for the good work that is being done by the Illinois Central Hospital Department.

Yours sincerely,

(Signed) ALVA H. BARKER,
Engineer.

Chicago, Ill., November 11, 1919.

Dr. G. G. Dowdall, Chief Surgeon, Illinois Central Railroad,
Chicago, Ill.

Dear Doctor:—I desire to express as well as I am able my appreciation for the good treatment my wife received while a patient in the Illinois Central Hospital in Chicago. Had it not been for the careful scientific nursing and good treatment that she received while a patient in this hospital, it is a question with me as to whether she would have pulled through or not, as her condition was very serious for a long time, and I think it was only due to the excellent care she received that her life was saved.

My family and myself shall always feel thankful that Mother received the many benefits at Illinois Central Hospital and for the doctors and nurses who attended her during her stay there. We have the greatest measure of praise and shall always remember the personal interest shown by everyone connected with the Hospital Department Staff and the interest that was taken in her case.

Yours truly,

(Signed) M. R. McCREATH,
Terminal General Yard Master.

Birmingham, Alabama, November 9th, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
I. C. R. R., Chicago, Illinois.
Dear Doctor:—

I wish to take this opportunity of expressing to you my deepest appreciation of the kindness shown me while a patient in Illinois Central Hospital at Chicago. As a result of the very fine treatment and attention which I received there, I am at the present writing gradually gaining strength and hope to be O. K. in the near future.

I wish you to know that while at the Hospital, I was given every attention, and I also wish to tender my hearty thanks to the Surgeons and Nurses, who always have a kind word and a smile.

Yours very truly,

(Signed) B. E. Trobaugh,
Special Agent,
Birmingham, Ala.

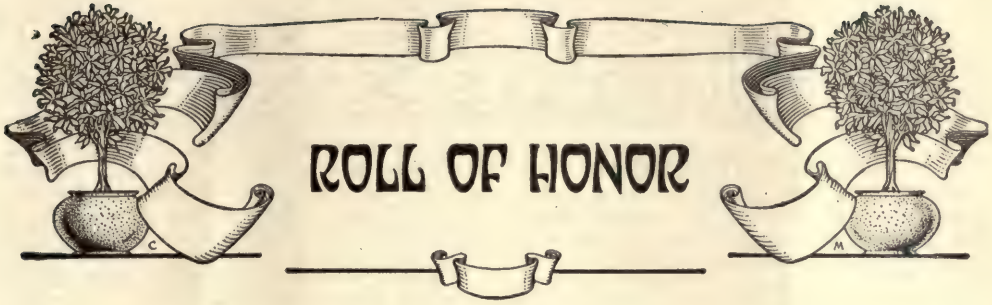
The Following Is a Communication from a Colored Employe of Water Valley, Miss.

We have corn in the crib,
Chickens in the yard,
Meat in the smoke house,
And a tubful of lard.

Milk in the dairy,
Butter by the load,

Coffee in the box,
And sugar in the gourd.

Cream in the pitcher,
Honey in the mugs,
Cider in the demijohn,
And the jug is bone dry.
—Mason Kirkwood.



Name	Occupation	Where Employed	Yrs. of Serv.	Date of Retire.
Edward Smith	Crossing Flagman	New Orleans, La.....	21	6-30-19
William Stricklin	Bridge Watchman	Grayville, Ill.....	37	5-31-19
Caleb B. Tarrant	Engine Watchman	Effingham, Ill.....	22	6-30-19
Charles J. Finley	Janitor	Mendota, Ill.....	24	8-31-19
Aron T. Harris	Laborer	New Orleans, La.....	17	8-31-19
Billie Williams (col.).....	Hostler	Water Valley, Miss..	31	8-31-19
Joseph L. Beaubien	Collector	Dubuque, Ia.....	34	11-30-18
Robert B. McCann	Switchman	Paducah, Ky.....	19	8-31-19
Charles C. Jewell	Agt. & Operator....	Tucker, Ill.....	36	8-31-19
Philip A. Dulin	Agent	Aberdeen, Miss.....	45	8-31-19
Henry Etchied	Oiler	Burnside Shops.....	32	9-30-19
Patrick J. Printy	Engineman	Dubuque, Ia.....	35	10-31-19
Henry Brame (Col.)	Brakeman	Evansville, Ind.....	17	10-31-19
Robert C. Perkins	Gen'l Freight Agent	New Orleans, La.....	19	12-31-19

Faithful Employee Passes On

Edward Howard Brown, Special Representative of the Freight Claim Agent of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad, died at his home in Chicago, November 13, 1919, after a very brief illness. Mr. Brown was born in Chicago January 30, 1882, and he began his railroad career in the local offices of the Chicago & Northwestern Railroad in 1897, entering the service of the Accounting Department of the Illinois Central Railroad, March 25, 1911. He was appointed Chief Loss and Damage

Investigator of the Freight Claim Department, November 1, 1912, and made Special Representative of the Freight Claim Agent, August 1, 1918. Mr. Brown's outstanding traits were his intense loyalty to the interest of the Accounting Department and a uniform courtesy and kindness in his dealings with his co-workers and the patrons of the Company which rendered him preeminently qualified for the position held at the time of his death.

The sincere sympathy of the entire Claim Department is extended to his family in their sad bereavement.

Meritorious Service

CHICAGO TERMINAL.

Engineer J. A. Gray has been commended for putting in grate pin on account of middle grate in fire box of Engine 1406 being disconnected and completing day's work without delay, December 17th.

Emergency Mail Handler C. P. Connerty, Chicago, Ill., has been commended for discovering a gold watch while unloading storage car that arrived on Train 2, November 26th, and efforts in restoring same to the owner.

Miss Mary Fitzpatrick, ticket seller at Van Buren Street, Chicago, has been commended for recovering and restoring pocket book to owner December 17th.

Towerman T. E. Barbour, Burnside, has been commended for discovering and reporting brake beam dragging on Train 52, Engine 1614, while passing Burnside interlocker, December 14th. Train was stopped and brake beam removed, thereby preventing possible accident.

During November the following suburban trainmen and gatekeepers lifted card passes and commutation tickets, account having expired or being in improper hands: Flagman M. Judge, Gatekeeper Daisy Emery.

ILLINOIS DIVISION.

Conductor Wm. Meyers, Fordham, Ill., has been commended for discovering C. M. & St. Paul 79816 improperly stenciled and reporting same in order that car could be restenciled.

Conductor D. S. Wiegel, on Train No. 22, November 3rd, and Train No. 1, November 29th, declined to honor card tickets, account having expired and collected cash fares. Passenger was referred to passenger department for refund on ticket.

Conductor R. W. Carruthers on Train No. 125, November 14th, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor H. B. Jacks on Train No. 25, November 30th, declined to honor card ticket, account having expired and collected cash fare.

INDIANA DIVISION.

Section Foreman A. Beam has been commended for discovering wheels sliding on Erie Car 104915, December 12th, south of Falmouth, Train 274. Train was flagged and necessary action taken to prevent accident.

Conductor D. F. Fallon has been com-

mended for discovery of train pipe plugged before leaving terminal, and taking necessary action to have defect remedied.

Engineer D. Kuhn has been commended for discovery of train pipe plugged before leaving terminal, and taking necessary action to have defect remedied.

Conductor D. L. Braman has been commended for discovering broken rail and making prompt report of same, thereby preventing possible accident.

Conductor C. Buchta has been commended for discovering broken rail and making prompt report of same, thereby preventing possible accident.

Conductor C. J. McDonald has been commended for discovering casting which had been placed over rail near Dixon, stopping train and removing casting, thereby preventing possible accident.

Brakeman J. L. Hewitt has been commended for discovering broken truck frame while inspecting train and taking necessary action in order to prevent accident.

Operator C. B. Westbrook has been commended for discovering broken rail and promptly notifying section foreman, in order that defect be properly attended to. This action undoubtedly prevented accident.

Train Baggage H. J. Williams has been commended for discovering brake beam down on engine, and taking necessary action in order to prevent accident.

TENNESSEE DIVISION.

Engineer J. D. Randolph, Jackson, Tenn., has been commended for discovering and reporting telegraph pole on fire, November 23rd, while in charge of Extra 1503 south, East Cairo. This action undoubtedly prevented interruption to telegraph service.

MISSISSIPPI DIVISION.

Conductor F. J. Hines, on Train No. 5, November 5th, lifted 46-ride monthly school ticket, account having expired and collected cash fare. On Train No. 23, November 28th, he declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

LOUISIANA DIVISION.

Conductor R. E. McInturff, on Train No. 35, November 11th, lifted 30-trip family ticket, account being in improper hands and collected cash fare.

Conductor L. E. Barnes on Train No. 4, November 13th, lifted trip pass, account

being in improper hands, and collected cash fare. On Train No. 4, November 19th, he lifted 30-trip family ticket, account having expired and collected cash fare.

Conductor H. T. Erickson, on Train No. 6, November 26th, lifted 30-trip family ticket, account having expired, and collected cash fare.

Conductor R. H. Bowles, on Train No. 34, November 30th, lifted 30-trip family ticket, account being in improper hands and collected cash fare.

MEMPHIS DIVISION.

Conductor E. S. Sharp on Train No. 314, November 29th, lifted employe's term pass account being presented for transportation of other than party's name thereon and collected cash fare.

NEW ORLEANS DIVISION.

Conductor S. K. White, on Train No. 12, November 3rd, lifted trip pass, account being in improper hands and collected cash fare.

Fixing the Blame

By Charles J. Lisle

The Oregon Public Utilities Commission recently refused to order an automatic wig-wag or bell signal where a little-used railroad spur crosses a boulevard in Salem, the state capital. The boulevard is 90 feet wide, there is a fair view of any approaching trains, and the Commission refused to tax the company for costly equipment when ordinary care by auto drivers would make the crossing safe.

The Commission further suggested or implied to the city council that the speed laws were not being fairly observed; that the boulevard was really used as an unlawful speedway, and that the city had removed both the regulation railway crossing signs. In short, the public was at fault, and not the company. The councilmen talked of a recall vote to punish the commissioners—but the order still stands.

This matter of municipal and personal complicity in wrecks, and the official refusal to penalize the corporation for public carelessness, is worth noting.

No legal enactment or decree will remove the individual responsibility to care for one's self. The average "scorching" autoist on a wide, clear boulevard will pay little more attention to a wig-wag signal, or to a bell that he will not hear, than to a standing sign; a spring-gun to put a bullet through him or his tires is about the only signal that he would heed. The Oregon Commission rightfully de-

clines to supply brains for this class of dangerous drivers.

It must be conceded by every autoist that the railroad train has the prior right, and that it is absolutely up to him to keep out of the way. The engineer has no optional track; he has little option in speed, for he has his schedule to maintain; and he has a thousand tons of momentum where the autodriver has but one. Signs or no signs, the responsibility for most wrecks must always rest with the motorist.

Most states are adopting a standard circular crossing sign, of metal, two feet in diameter, painted white, black bordered; vertical and horizontal lines divide the disc into four quarters, with a large R in each upper quarter. It is to be placed 300 feet, more or less, from the crossing, on the right hand side of the road. The sign is neat and durable, and distinctive and ample.

The obvious solution of the railroad crossing accident is, to install these warning signs—and then observe them. Wherever this sign appears, there is danger; it is time to slow down and get one's car under control. The growing auto tourist travel into unfamiliar territory makes it imperative that the driver shall reasonably protect himself with his eyes. But except in unusual places, on crowded city streets where the standard warning signs can not be used, where there are sharp curves, buildings, trees

or other obstructions hiding the track, the demand for expensive automatic signals is not warranted.

That Oregon Commission is to be commended for speaking plainly. It places the responsibility just where it belongs—on the municipality and on the individual. Even if in the end the general public did not pay for all these inroads on corporate revenues, the Commission would not be warranted in mulcting the railroad merely because it is big.

If it were merely reparation or restoration of something wrongly taken from the public, it would be better to demand it in cash rather than in expensive dead apparatus. If it is not a punitive measure, then it should stand on the footing of justice—and it never was, never will be quite just to try to legislate safety into drivers who are congenitally unsafe because they will not heed the laws or the fair warning of a standard sign. —*Leslie's Weekly*, October 18, 1919.

Production and the H. C. L.

The prospect of every American having a fair share of the things necessary to sustain life and make it worth living depends in part upon the speed and quantity in which those things are produced. If we were able for a certain length of time to devote the whole of our productive powers to making things and nothing else, their cost would be reduced, in spite of the machinations of the profiteer, to a price which would enable everyone to have all required.

It is obvious that the wage earners of the country constitute the chief market to which producers must look for the purchase of the goods produced. In the main, it is necessary that we produce for ourselves and for others such things as we require, such as food, shelter and clothing. If a sufficiency of such things were produced, their prices would fall to a level where all might obtain what their necessities demanded.

The cheaper these things become, the less they take up of the wages of the workers, the more money is freed for the purchase of other things and a demand is created for fresh commodities. This demand furnishes further employment and additional wages. So this cycle continues to revolve indefinitely around Production. By increasing production the cost of living not only is decreased but employment is augmented

and money is liberated to command less necessary things.

If we do not adopt every means of increasing output, if we do not abolish waste and diminish unnecessary expenditure, we must gradually impoverish ourselves as a nation. Unless we give a larger share of our natural efforts to production of necessities and save on luxuries that more capital may be released for plants and machinery for further production, conditions will be produced which will tend to lower the general standard of life of the wage earners in spite of higher nominal wages.

But, if we are prepared to work hard, to spend wisely, to save regularly, to cut down waste and extravagance and invest securely, shorter working hours will become possible, wages will be really and not nominally higher and prosperity will be our national portion.

One of the greatest aids to the furtherance of this program is consistent and regular investment in government savings securities. War Savings Stamps, Thrift Stamps, Savings Certificates and Liberty Bonds offer opportunity for the putting aside of any sum of money no matter how great or small. They are safe, they bear high interest and investment in them means new capital, new opportunity and new prosperity for the people of the nation.

NEWS of the DIVISIONS

AUDITOR OF STATION ACCOUNTS

The time for good resolutions again has come. If we think right our actions will automatically take care of themselves; harmony in our work will be manifested and accidents will be unknown.

We should think of a railroad as an organization of collective individuals working for the common good of ourselves and the general public.

The prophecy as foretold in our last issue relative to the contemplated wedding in the realm of official circles has come to pass. On December 11th the wintry blasts were universally felt throughout the city. No coal in sight made the exterior very dark to many. With all these seeming obstacles two warm and brave hearts took the initiative step upon the icy sea of matrimony where no waves could harm or disturb their pathway—the sailing was smooth. The contracting parties were Mr. L. B. Butts, auditor of station accounts, and Mrs. Alice McAdams. Mr. Butts needs no introduction to his host of friends he has made during his long service with the company. Mrs. Butts was employed as stenographer for a number of years in the accounting department and is highly esteemed by all who have had the pleasure of making her acquaintance. An appropriate present was presented to them, consisting of a 123-piece Rogers 1847 silver set. The card accompanying same read as follows: "Congratulations from former associates, Auditor Freight Receipts Office, Corporation Force and Employees of Your Department." Also a magnificent dinner set was

presented to them by the heads of the accounting department. Their honeymoon was spent at New Orleans and other interesting southern cities. Notwithstanding the scarcity of flats at this season of the year, the law of "like begets like" demonstrated to them a beautiful and modern apartment at 6042 Dorchester Avenue. Congratulations are being received from many sources and we all join in wishing them supreme happiness throughout the cycles of eternity.

If the matrimonial germ keeps up at the rate it is now going there will not be a "single" person left in this department in a short time. On Christmas Eve Mr. M. M. Mendell, assistant traveling auditor, was married to an Iowa Falls, Iowa, young lady. The bride is not personally known in this section, as she is an Iowa belle and from this fact, nothing better could be said. Mr. Mendell was one of the "boys" who stood the hardships across the sea and is deserving of the best. He is a capable accountant and an industrious young man.

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His future career in the business world is an assured success.

H. E. Foskett who has been employed in this department for the past seven years, on about January 15th will leave for Los Angeles, Cal., accompanied by his wife and family. We trust he will enjoy his sixty days' leave of absence and return fully recovered and see the world through brighter lenses. A little timely advice on the eve of his departure is that he must keep shy of the "Paramount Movie Finders." If they see him we are liable to lose our friend "Ed" and his lovely family.

Katherine Treacy spent New Year's in Bloomington, Ill. It seems there is a magnetic attraction in that village for her.

Clarence Moody spent the week end in Watseka, Ill., visiting his many friends and relatives. We note from the "Watsseka Weekly" that he was a shining light to the society belles of that village.

H. C. Emerson, our French interpreter, spent a few days in St. Louis on very important business. He also was highly entertained at the grand opera.

Julia Goe spent the holidays in Montezuma, Iowa, visiting her many relatives and friends.

Clara Kruger spent a few days in Kansas City visiting her brother.

Kathleen Powers, former head stenographer of this department, now private stenographer for the general auditor of receipts, recently it is learned by many of her "girl chums" that she, through some unknown attraction now eats at the lunch counter instead of the cafeteria. An explanation is due, "Kal."

After the closing hour on December 24th this department enjoyed themselves very sociably by having a grab bag which contained articles from the four corners of the globe. There were many who drew quite appropriate presents, while others did likewise; if they were living in a southern climate. A general good time was spent in the draw, disbanding with a Merry Christmas smile for all.

What would we do without our faithful Peter Duus, the man "that hits the hammer mit the nail"—our building car-pen-ter, is deserving of special mention in our column for the reason of his prompt and efficient service he renders throughout the building. He repairs our chairs, desks, typewriters, adding machines, and in fact, most everything, even to straightening a column of figures occasionally.

GENERAL OFFICE.

The employes of the Land and Tax Commission have organized a bowling team and wish to challenge any team on the Illinois Central System to a game or a series of games. Interested parties please communicate with H. J. Deany, manager, "Panama Limiteds," Central Station, Chicago, Ill.

Chicago Terminal Shop

The Burnside round house forces played a return game of Indoor Baseball with the clerical department from the Master Mechanic and Shop Superintendent Office on November 7th, during the noon hour, which resulted in a defeat for the clerks—4 to 0, in seven innings.

One cause of their defeat can be credited to over-confidence, as they had been rather chesty since the preceding game of October 28th, when they defeated the Roundhouse forces. Far be it from the Roundhouse to offer an alibi, but in the game of October 28th the Roundhouse had only six of the regular players on duty that day, and had to use any kind of substitute in the outfield, which substitute eventually lost the game, but in the last game all the regular Roundhouse team was on hand and it was really only a practice game for the Roundhouse, as the clerks only got one hit off the superb pitching of Frank Plevio, and credit must also go to the sterling plays of the infield, as we really did not need any outfield, only one fly being knocked to the outfield.

The deciding game of the series cannot be played this year, owing to the inclement weather, but I would like to say a few words to all the fans in regard to next spring. There has been a friendly rivalry existing among the different departments in regard to the ability of their baseball teams, so why not get each department to try and get a team together and form a little league of our own, and we can get together a representative from each department on a committee and have them draw up a schedule of games for the summer season.

In closing, I wish to thank Mr. R. O. Wyland, the Y. M. C. A. welfare man, for all the bats and balls he has furnished the teams during the last year, and not only the Roundhouse force, but all the different players of the various departments surely appreciate his efforts toward getting the boys all interested enough to play these games.

INDIANA DIVISION.

Bein' as it's Christmas time, Conductor Maxwell says he would accept as a little gift from Miss Gustafson the 25-cent cigar he has her "I. O. U." for. (Other bets made during 1919 around the building could be settled the same way.—A Suggestion!)

We were favored with a visit from the general officers on two occasion, Mr. Pelley going over the division December 13th and Mr. Downs riding from Evansville to Mattoon the 18th.

Mr. Reedy, agent, freight service, from Mr. East's office, with Claim Clerk Heuring, checked stations on the division the past two weeks.

Emmett Batson, chief clerk, to the roadmaster, made a flying trip to Carbondale this month. Someone intimates: "Baby Vamp?"

Mr. Brumleve, of the Bridge and Building Department, is looking forward to a visit from his son, Al (of Mr. Blass' office), and his wife, recently married, in the next few days.

Tom Saye, our janitor, treated himself to a good time in Decatur one day this month and enjoyed it "heaps."

Misses Essie Reams and Victoria Gustafson, at a pretty Xmas party at the former's home, December 16th, entertained the girls of the office, a grab bag of pretty gifts being the feature of the evening. Those enjoying the good time were: Misses Lucille Yount, Florence McShane, Norienne Quinn, Cora Tiffany and Mrs. F. D. Mitchell.

Chief Dispatcher Keene says because a young lady can add tonnage is absolutely no reason why she can cook. He speaks from experience, he wants it understood. (Here's wishing you a speedy recovery, C. A. K.)

In collecting news for this issue, someone upstairs handed us the following: Operator W. C. Scott, alais Dr. H. A. Garfield, who has been handling the coal situation at Mattoon has asked for temporary leave of absence for six months, contemplating becoming an oil magnete.

Another poet has "ris up!" Special Account Frank Tway, of the master mechanic's office, at odd moments, dashed off the following lines, and one of his friends wanted to see same in print:

Special Accountants Mattoon Shops

There's the Boss, Jas. L. Warren, so genial and fat,

Then Paul Meyers, of Charleston, the second at bat,

Next comes Harry Lidster, who clerked in a bank,

And Admiral "Dewey" who the Spanish fleet sank.

If you want some insurance, and for old age prepare,

Let me make you acquainted with Maryon Boulware.

Then again, there's Carl Slover, works hard as he can,

He clerked in a grocery and helped his old man.

Also Harry Sumner, although he is small, He used to sling lightning and can sure hit the ball;

Not forgetting Floyd King, so skinny and slim,

And Earl Warren, the fireman, and brother of Jim.

This is all of the bunch we have here today,

Except that old fish with the queer name of "Tway."

WISCONSIN DIVISION

Mr. B. Wise, who was formerly employed as accountant on the Wisconsin Division, has accepted a position with the Senate Hotel, Freeport.

Section Foreman Frank and Joe Merlo have been granted leave of absence and are now on their way to Italy to visit relatives.

DIAMONDS

WATCHES

ON CREDIT

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STORES IN LEADING CITIES

August Phillipone has been granted leave of absence to visit relatives in Italy. He is employed as section foreman, Wisconsin Division.

Miss Nell Riordan, employed as clerk in the freight office, was united in marriage November 11th, to Mr. Michael Brannick, at Freeport. Mr. Brannick is employed as engineer on the Wisconsin Division. They have the best wishes of all friends.

Miss Mable Miller, stenographer to the chief clerk in the superintendent's office, Freeport, was united in marriage on November 16th, to Mr. H. L. Lordan. Hal and Mable have the best wishes of the entire office force.

KENTUCKY DIVISION

Assistant General Manager L. A. Downs and family spent the night at Princeton enroute to Chicago, via Evansville, Ind.

Traveling Engineer Ryan was in Princeton a few hours recently.

Water Works Foreman John Price from Louisville was in Princeton recently.

Miss Gertrude Maxwell, message operator, and Mr. R. F. Cocke, operator in South Yard, Princeton, who were married November 27th, spent their honeymoon in Louisville, attending a Shriners' meeting.

On account of the passenger train service being restricted, Miss Mabel Hoover, mes-

sage operator, has been sojourning in Princeton.

Chief Dispatcher J. W. Taylor has been on the sick list a few days recently.

Dispatcher W. L. Bennett, who has been suffering from a severe attack of neuritis is somewhat improved and back at work.

Claim Agent Johnson was in Louisville recently.

Conductor L. T. Webster, Switchman Thomas Cash and Agent Durham, of Gracey, attended court in Louisville recently.

Ticket Clerk H. W. Blades, Jr., and wife were in Louisville recently shopping.

Local Office Happenings, 12th and Rowan Streets, Louisville, Ky.

Mr. J. C. Davis, of the Bureau of Explosives, made inspection of the Louisville station on November 13th.

Miss Josephine Jecker was recently promoted to the position of Correction Clerk in the Accounting Department.

Mr. W. H. Bartlett, agent, and Mr. T. Lynch, Foreman, attended the Loss and Damage Meeting held at Memphis, Tenn., on Wednesday, November 19th, and reported a very interesting meeting.

Our cordial friend, Mr. W. V. Milliken, Chief Clerk to Auditor of Freight Receipts,

Chicago, paid us but a too brief visit on November 19th.

Mr. Adolph Bruchold, Assistant O. S. & D. Clerk, was promoted to the position of Posting Clerk in the Accounting Department, which was made vacant by Miss Jecker.

The many friends of Mr. George Fisher, Assistant Platform Foreman, are much pleased to note his rapid restoration to health and return to his duties.

On Friday, November 21st, Mr. P. A. Morley, formerly inspector of demurrage and weighing of the I. C. R. R., paid us a social visit.

Mr. L. A. Downs, Assistant General Manager, Mr. T. E. Hill, Superintendent, and Mr. P. Glynn, Roadmaster, visited this station on Friday, November 28th.

Receiving Clerk, Mr. J. C. Glenn, left the service December 1st to accept a more lucrative position with the Southern Freight and Inspection Bureau.

Mr. Walter Miles, Storage Clerk, was promoted to position of Assistant O. S. & D. Clerk. Mr. Eugene Daniels will succeed Mr. Miles as Storage Clerk.

MISSISSIPPI DIVISION.

J. W. Tarver, Chief Clerk to Superintendent, has been confined to his bed for the past ten days, account of illness.

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Our Auto Mechanic Khaki Union Suit is unexcelled in Material, Design and Workmanship.

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Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

Miss Hortense Baker, Clerk in the Chief Dispatcher's office, left the first of the month for Jonesboro, Ark.

There is a persistent rumor that one of the Accountants and the Assistant Tonnage Clerk have arrived at an understanding, which is to take place on the 31st.

There is always something doing around the Division Offices at Water Valley. Since our last report we have had two weddings among our force. Miss Gladys Sissell, File Clerk in the Superintendent's office, and Mr. Arthur Walker, a prominent young man of this place, were quietly married Sunday afternoon, November 2. On November 16, Cashier H. P. Crawford, and Miss Minnie Maude Markette, daughter of Engineer J. R. Markette, of this city, were married in Memphis. Congratulations from all.

Joe Johnson, former Night Porter, while out 'possum hunting last evening found 20 gallons of "Lightning" and upon returning to town to deliver to the authorities was arrested.

Chief Dispatcher Houston has been so busy the past week that he hasn't found time to shave.

Miss Verna Archer, Clerk to Supervisor Peacock, at Grenada, has transferred permanently to the Memphis Division.

Clerk "Crip" Hollman has been wearing a worried look lately, at least since the an-

nullment of certain passenger trains, account of fuel shortage. However, he has brightened up considerably this week, as train service has been resumed and he made the trip to Memphis satisfactorily Sunday. The young lady is doubtless smiling also.

Messrs. Dodge and Lindrew, with the Fuel Car, visited us two days during the month.

Assistant General Manager Downs passed over the Division recently

We are glad to have Division Auditor Savage back with us, after a month spent at McComb. Smile, girls.

Accountant Gafford has gone to smoking a peculiar brand of cigarettes to compete with Tonnage Clerk Ford's pipe. Innocent bystanders are bearing the brunt.

We think we will have to get out an injunction against Chief Clerk to Road Master, M. L. Woods, who is trying to catch all the 'possums in the country.

Timekeeper John L. Anderson spent a very enjoyable vacation with friends in Chicago, latter part of November. He says his thoughts constantly turn back.

LOUISIANA DIVISION

Our jolly roadmaster, "Happy Jack" Desmond and wife spent the Yuletide with relatives in Iowa.

Changes are quite the order of the day in the superintendent's office. Among the



IN THE GOOD OLD SUMMERTIME.

The Swimming Pool at Endicott, N. Y., daily attracts crowds of people who come from far and near to enjoy an invigorating plunge in its cool depths. A similar Pool is located at Johnson City, N. Y.

ENDICOTT-JOHNSON CORPORATION

ENDICOTT,
N. Y.

Shoes for Workers and Their Children.

JOHNSON CITY,
N. Y.

new clerks who have lately joined our ranks are: Miss Maud Walker, in the Road Department; Mrs. J. L. Holt, stenographer, and Mr. W. D. Dodds, secretary to the superintendent.

We were all sorry to lose our co-worker, Wiley (Hog) Wilkinson, but were glad to see Miss Altha Day realize the ambition of her life—to be tonnage clerk.

What's the matter with the car knockers? They can't get the Christmas spirit. Too many Beulahs?

Miss Gladys Browder, unable to resist the call of "The Service" has again enlisted in the Army of Railroad Workers, this time as chief file clerk.

We are wondering who the next chief statistician will be. It is rumored that Miss Dougall is to leave us soon.

Effective November 10th Mr. W. T. McGuire, formerly assistant chief clerk, and division claim clerk, was appointed chief clerk to the superintendent. He was succeeded by Mr. J. L. Puig, as division claim clerk. Mr. Puig was one of the freight service agents out of Mr. East's office.

We have lost our little "snow digger," Miss Sill, just at the time when she would have felt most at home, as we had our first freeze last week. How's Carbondale, Florence?

Among those returning home for the holidays were Claim Agent and Mrs. Small who enjoyed a "real" Kentucky Christmas. Mr. Small says he saw several moon-shiners, but that was as far as he got.

Mr. Walker and Mr. Savage won't be bothered with mice in their rooms after Christmas. D. M. D. recently had some pictures made for Xmas presents.

We are glad to welcome back two of our old engineers, who have been on sick leave, Messrs. C. A. Gilmore and J. R. Lilly.

We were sorry indeed to lose one of our conductors, Mr. C. E. Lucas, who recently died in Jackson, Miss.

Every one certainly did hate to see Messrs. Byram, Walker, Savage and Chellman, the valuation men, leave. Especially did the statistician regret to see their departure, as they always came in for the afternoon lunches.

Traveling Engineer J. M. Hoskins is enjoying his vacation.

Chief Dispatcher J. E. Schneider has just returned from Cincinnati, where he was called on account of the serious illness of his father. Our sincere sympathy goes out to Joe for his loss.

Private Secretary Katie Browne is tickled to get back to her old position as clerk to

the train masters. Katie likes to talk to the trainmen.

Chief Traveling Auditor Andy Lawler has paid us several visits during the past month. Everybody is always glad to see Andy.

Mr. S. J. Morris, from the general manager's staff, was in to see us. Come back again, Mr. Morris.

Circular 101 work up to December 31, 1918, is completed and some of 1919.

The master mechanic's office is working a young army on Circular 109 work. We certainly will be glad when the work is through.

Several of the girls in the superintendent's office went to New Orleans to purchase Christmas shoes. The merchants in McComb are very much worried on account of not being able to fit these ladies. Stock will have to be increased and maybe the sizes.

Our smiling Timekeeper Tyner was offered a better position in Los Angeles. There must be some special attraction to hold him here. Who is she "Pure?"

Poor Joe Emmett is on the job all right, and still rolling clerks for their jobs. Guess he will roll one of the car knockers next. Never mind Joe, you are young yet, and lots to learn.

Assistant Engineer Pitman has made quite an improvement in the appearance of his office. It looks nice "T. M."

Lonesomeness Blues

She's got the blues, she's got the blues
She's got the lonesomeness blues.
No more Walker, no more Lance,
No more talks her heart to entrance.
So long Walker, so long Lance,
Oh, tell me if you'll come back perchance.
She's got the blues, she's got the blues,
She's got the lonesomeness blues.
Poor, little Della Mae!

NEW ORLEANS TERMINAL

We have a man on our line,
And he is wondrous wise,
He never does a bit of work,
What's more, he never tries.

He walks around the room all day,
When he's not sitting down,
The aspect of his doing so
Reminds me of a clown.

He's an educated jackass,
If you know just what I mean,
And his dictation could cause much more fun
Than a moving picture scene.

He's just a great, big, open bluff,
But he'll get his some day,
For right must triumph in the end
No matter what the pay.

And when right triumphs you can bet
That we want to be right there,
To see the foot implanted,
And the form roll down the stair.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

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Walker D. Hines, Director - General of Railroads

FEB 20 1920

ILLINOIS CENTRAL MAGAZINE



FEB.



1920

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VICE PRESIDENT M. P. BLAUVELT.

In 1910, appointed Comptroller Illinois Central System, which position he resigned in 1917 to accept executive office with Lehigh Valley, with headquarters in New York City.

In 1918, appointed Assistant Regional Director of the Allegheny Region, at Philadelphia.

In November, 1919, returned to Illinois Central System, having been elected Vice-President in charge of Accounting and Financial Departments.

ILLINOIS CENTRAL

Magazine

Vol. 8

February, 1920

No. 8

Why Railroads Should Be Held By Government Return Lines to Keep Contact, Then Promptly Take Them Back—Lewis

By James Hamilton Lewis, Former United States Senator From Illinois

The railroads, as highways of the nation, should belong to the nation.

The operation of the roads is a matter that the nation can direct to any agency—private or public—as the condition of the roads in each locality may suggest as best to public welfare. The present conditions suggest two things:

First, the railroads should be promptly returned to their owners. This to carry out the government contract.

Second, the railroads should be promptly taken by the government after they have been returned. This taking should be by such method of law as justly compensates all owners.

When the United States took the roads it was as a war necessity and the privilege to take the roads could not be doubted at such time.

As senator and whip of the administration I guided the debates in the senate for the railroad bill after having participated in drawing the measure—I know that the arguments addressed against it by able senators from both sides—led by Reed of Missouri for opposing democrats and by Kellogg of Minnesota for opposing republicans—on the ground that we were violating the constitution of the United States in taking the property in the way we did,

would have been effective arguments in the time of peace. Only through the exigencies of war could the manner in which we took them be justified.

The particular thing that justified it was the contract to return the roads when the "emergency of the war had ended." A little extension of time following peace was permitted to readjust the claims of the government and the roads. This was the only reservation.

To now keep the roads under this contract merely because we had them under the power of war would be dishonorable. It would seem hypocrisy and before the world would be contemptible and beneath the dignity, to say nothing of the honesty, of a great nation.

Should Then Purchase the Roads

When, however, these roads have passed into the hands of the owners and the contract honestly kept, peace being declared, war being ended, we should then enter upon an immediate system that summoned the owners to council and sought the purchase of the roads through process of negotiation.

If in this we then should fail, promptly condemn the properties, going to the injuries in the different localities for these

to adjudge the just value. Then pay this value and the government upon such to become the owners of the property. This government should pay for these properties by simply issuing the government securities in exchange for such valid securities as now exist on the roads, the roads to be operated by efficient railroad management, and the proceeds, after expenses of economical management is paid, to be applied to the paying off of the securities of the government for the buying of the roads.

In this manner we pay for the properties out of the earnings of the property. Finally, when the properties are paid for, the excess of the earnings of the roads beyond that required for their proper maintenance immediately to be put into the treasury to go to pay the general expenses of the government. Thus we lessen the taxes upon the people.

Which Has Made Failure?

It is said that the government has not made a success of the operation of the roads while the government has been directing them during the war. Let it now be answered:

First, the government took the roads while the country was at war. It was like taking the possession of a house when the block was on fire and attempting to utilize it in haste for the purpose of quenching the neighboring blaze—while it was threatened by the flying sparks from the flames beyond.

Let it be remembered that the roads had broken down and that the soldiers which were being sent to the coast to be transported across the seas were delayed at every state border and railroad junction point. There they lay out much like dogs in a kennel or cattle in cattle cars. Under those conditions we would have been today still in the war and the soldiers of America not yet reached the shores of New York—far less the shores of France.

After these roads were taken charge of by the government, after they had been for fifty years in the hands of private management, it could not be expected that in fifty days the United States could have complete control over

all the management so as to be responsible for the method in which it was conducted.

Officers Kept in Power

But let it be remembered that every official of the road who had authority and supervision when the government took the roads was each allowed to remain in his exact position with the complete authority he had always been exercising.

There was the slight exception that a number of head officials were moved to Washington to serve upon the civil board of railroad management instead of at the locality where they were previous to the arrangement.

Let it be recalled that after the arrangement the roads remained exactly in the hands of the same managers, superintendents and directors, even to the presidents and boards, as before, in other words, those who had run the roads before were the same people who were running the roads under the government.

If the charge be true that they were run badly under the government, then two things are plain: Either it is because these private managers ran roads badly, showing themselves not fit to be trusted—which proves the government should take the roads out of their hands—or it is proved that merely to prevent the government from taking the roads the managers deliberately misused and mismanaged the property in order to disgust the American public and awaken resentment to defeat the United States in its purpose of making a success of government administration; though to do such was to cripple their own nation in time of war and harass and distress their own citizens in the hour of their greatest necessity—and these railroad heads want to be called patriots. The Chicago divisions under Aishton and Holden must be praised as exceptions to the general course through the nation.

Railroads Are Public Property

Let it be remembered that railroads are not private property. The highways are the people's property and those who are permitted to lay an iron rail and

run the cars over them are licensees of the public, to serve the public for profit to the licensees. But the railroads are for the uses of the public welfare and not for the purposes of private fortune.

The same is true of the highways of water. The next step of the government must be to take both highways of land and water under government control and government ownership. Then arrange a method of operation that serves the uses of the citizen and the welfare of the people and which protects to the final cent every honest investment.

Without such course we will soon have a repetition of the orgy of Wall street manipulation of the stocks of the

roads—the panic, crime and stench of pollution as was the robbery and looting of the San Francisco & St. Louis, known as the Frisco system; the Rock Island system; the New York, New Haven & Hartford system, and those other instances of the Pacific roads that have been unfolded to the public gaze and revealed to the public senses revolting to any standard of personal honor or governmental duty.

For these reasons, and to avoid the repeating of these offenses against the public, I demand that the people shall take charge of the people's property and administer it for the people's benefit.

Chicago Journal, 1-9-1920.

Lewis Wrong, Says Markham, President of Illinois Central Disputes Assertions in Regard to Railroads in War—Abuses are Discussed

By C. H. Markham, President, Illinois Central Railroad

My attention has been called to an article regarding railroad matters by former United States Senator James Hamilton Lewis which was published in *The Journal* of January 9. In this article Mr. Lewis made certain statements concerning the management of the railroads which are wholly incorrect and unjust.

In one place in his article Mr. Lewis said: "Let it be remembered that the roads (before government control was adopted) had broken down and that soldiers which were being sent to the coast to be transported across the seas were delayed at every state border and junction point. There they lay out, much like dogs in a kennel or cattle in cattle cars. Under those conditions we would have been today still in the war and the soldiers of America not yet reached the shores of New York, far less the shores of France."

Says Lewis Is Wrong

Mr. Lewis' entire statement with re-

spect to the movement of troops is erroneous. There never was any complaint about the handling of troops under private management. The troop movement was handled when the railways were under private management by a bureau which was established by them especially for that purpose, with George Hodges, general agent of the American Railroad Association, as its head. When government operation was adopted this bureau was taken over bodily by the railroad administration and continued to be directed by Mr. Hodges.

It was operated with the highest efficiency under both private and government management; and I challenge Mr. Lewis to cite a single instance where troops were delayed or otherwise treated as he says they were. After Mr. Hodges died the government conferred on him the distinguished service medal for his work in directing the troop transportation.

When Mr. Lewis asserts "that the

roads had broken down" he must mean all the railroads, since he makes no exceptions. The fact is that prior to the adoption of government control a large majority of the railways had not in any sense "broken down." For example, the Illinois Central, of which I was president, was satisfactorily handling all the traffic offered to it.

Congestion in the East

The acute congestion which precipitated government control existed only on the eastern lines. The reasons for it are well known. The government had concentrated the bulk of its orders for war materials in a comparatively small area served by the eastern lines. In addition, because of lack of co-ordination between the various departments of the government, these departments had issued innumerable priority and preference orders, as a result of which at one time about 80 per cent of all the freight moving on certain lines was being handled under these orders.

An example of the way preference orders were abused is the fact that 5,000 carloads of piles for the Hog Island ship yard were sent through the most congested traffic area under a preference order long before they were needed for the construction work at Hog Island. Government control made it possible to handle freight under embargoes and to force those shipping freight on government account to get permits showing that they could unload it at destination before they loaded it at point of origin.

How Abuses Were Stopped

As it was the abuse of preference orders by departments of the government itself that was chiefly responsible for the congestion on the eastern lines, so it was chiefly the exercise of government power under governmental control of railroads in stopping the abuse of government preference orders that made it practicable to relieve the congestion on the eastern lines.

Mr. Lewis says elsewhere: "Let it be remembered that every official of the road who had authority and supervision

when the government took the roads was each allowed to remain in his exact position with the complete authority he had always been exercising." He makes exception only of "a number of head officials who were moved to Washington."

He concludes that if the railways were run badly by the government it was the fault of the railroad companies and managers. The facts are that the government put in charge a director general who was not a railway officer. He created a staff in Washington which was mainly, but not wholly, composed of railway officers. He divided the country into regions and placed in charge of each a regional director who was a railway officer. At first this organization was superimposed upon the organizations of the companies.

Out of Roads' Hands

In May, 1918, however, the properties were entirely taken out of the hands of the companies, their directors and officers. Federal managers were substituted for the presidents. Most of these federal managers were the former presidents of the roads, but many of them were not. The organization formed was purely the government's, and whether it worked well or ill the railroad corporations and officers deserve neither credit nor criticism for the results secured.

Mr. Lewis continues: "These railroad heads want to be called patriots," and adds, "The Chicago divisions under Aishton and Holden must be praised as exceptions to the general course through the nation."

The imputation of Mr. Lewis' statement is that railway officers generally were so unpatriotic as to try deliberately to prevent government operation from being a success in order to defeat government ownership. This imputation is as unjust as it is baseless, and if Mr. Lewis knows anything about the matter at all he knows that it is baseless and unjust.

Praised by McAdoo

Mr. Lewis is quite right in saying that Messrs. Holden and Aishton served their country patriotically, but they

would be the first to say that other railway officers served just as patriotically as they did. Director General of Railroads McAdoo repeatedly has paid tribute to the loyalty with which railway officers supported him. Mr. Hines, the present director general, has expressed himself similarly.

Mr. Lewis is an advocate of government ownership. He evidently fears

that government operation has not been successful enough to constitute an argument for government ownership, and, therefore, attempts to blacken the reputations of the railway officers of this country. The cause of government ownership must be very weak if it has to be supported by such arguments.
—*Chicago Journal*, 1-16-1920.

UNITED STATES RAILROAD ADMINISTRATION WASHINGTON INFORMATION

Review of Federal Control

In an address before the Association of the Bar of the City of New York on January 7, Director-General Hines made some interesting comments on what has been done during the period of federal control. The address, in part, follows:

Railroad Credit Protected

Let me say that, despite the widespread fashion of criticizing federal control of railroads and attributing to it practically every condition that grew out of the war, my deliberate judgment is that federal control has rendered some very important public services which far outweigh any defects with which it may be chargeable.

For one thing, it protected railroad credit through a period of most critical financial difficulty. When we consider on the one hand the precarious situation of public utilities in many parts of the country, and on the other hand the results which the railroad properties have enjoyed during federal control, it must be clear that a highly important service has been rendered in the protection of investment in railroad property and of the due returns therefrom.

Equally important results have been obtained from the viewpoint of the general public. In a time of great diffi-

culty and with an amount of equipment which was inadequate even before federal control began, the unified operation of the railroads has produced a total transportation service greater than ever before in the history of the country and has done it with far less congestion and delay than was characteristic of conditions of heavy business under private control. Generally speaking the period of heaviest business is in the fall months. In these months both in 1918 and in 1919 the business was heavier than in any corresponding periods prior to the war. A greater volume of traffic was moved and with far less congestion than was characteristic of the conditions of private management. I know on several occasions in the fall months prior to federal control that traffic congestion in some parts of the country reached such a state as to constitute a transportation crisis, but these conditions were obviated through the use of the opportunities which came from unified control. I attribute the achievement entirely to the opportunities which unified control gave and not to any superior wisdom which I claim was possessed by the Railroad Administration.

First Aim Was to Win the War

I want to emphasize the point that

the railroads were placed under government control during the war and that the predominant motive during the war was the prompt movement of troops and war supplies. From January 1, 1918, to November 1, 1919, 13,446,859 soldiers, sailors and marines were moved on the railroads in the United States and this was equivalent to transporting one passenger 5,917,658,719 miles, thus necessitating the use of 213,749 railroad coaches and pullmans and the movement of over 18,000 special trains. The civilian inconveniences, which have been dwelt upon so consistently, resulted in a very large measure from the primacy which had to be given to this war object.

A Question of Rates

The fact that there has been a deficit from railroad operations under federal control has been regarded by many as conclusive evidence of the necessity for a precipitate return to private control, but the fact is that the deficit has not been due to excessive costs. The costs have not been relatively greater than in other lines of enterprise. The real reason for the deficit is due to the fact that the prices charged for railroad transportation have not been increased in keeping with the increases in prices of commodities. For the first six months of federal control no increase was initiated by the director-general in the rates of transportation. If the increases in rates which were put into effect by him in the latter part of June, 1918, had been put into effect on January 1, 1918, at the very beginning of federal control, the Class One railroads would have shown a profit of about \$14,000,000 at the end of October, 1919, at the expiration of twenty-two months of federal control, instead of a deficit of nearly \$500,000,000. In other words, the deficit can fairly be said to have been due to the fact that the increase in rates was necessarily deferred six months. The entire deficit for the period from January, 1918, to October, 1919, both inclusive, for Class One railroads and large terminal companies in federal operation, was \$480,000,000, but

if the rate increases made in June, 1918, had been effective on January 1, 1918, from which time of course the increased expenses were largely effective, the additional revenue, without any increase in operating expenses, would have been \$494,000,000, thus more than offsetting the deficit and leaving a profit of \$14,000,000.

If the Railroad Administration had increased its rates fifty or sixty per cent, which was less than the increase in prices by private industries throughout the country, and which by the way appears to be in line with the increases in rates now being proposed for railroads in England and in other European countries, handsome profits would have been shown instead of a deficit.

Wages and Hours

While on the subject of results of the Railroad Administration, I wish to correct the radically erroneous impression as to the treatment of labor. The increases in the rates of pay to railroad labor have by no means been out of line with the increases to labor in private enterprises, and in both instances the increases have been due to the conditions created by the war. It is a curious illustration of the aberration of the times that the increases in wages made by the Railroad Administration are regarded as proof of politics and inefficiency, while an even greater increase in some of the important industrial enterprises of the country is regarded as a perfectly natural response to business necessities.

Special stress has been laid by some of the critics of the Railroad Administration upon the increase in the number of employees. This increase is principally accounted for by the establishment of the eight-hour day and involves no increase in the number of hours of labor paid for. Obviously, if eighty hours of labor are to be done, ten employees will be required on the basis of an eight-hour day as compared with only eight on the basis of a ten-hour day, and yet only eighty hours will be paid for in either case. To a considerable extent it is undoubtedly

true that the larger number of employes has been due to the loss of experienced employes on account of the war and to the exceptional turnover of employes which has been a natural characteristic of the industrial change and unrest. In these respects the Railroad Administration does not differ from other industrial enterprises. It is important to bear in mind that the number of hours of work paid for is in the control of the experienced railroad officers as far as it can be controlled in view of general industrial conditions. The Central Administration is constantly checking up this situation and bringing to the attention of local officers any cases which arise and which indicate the payment for unnecessary hours of work. The influence of the Central Administration therefore is consistently exercised in favor of a reduction in the hours of work paid for rather than in favor of an increase in the hours of work paid for.

No Political Appointees

Let me at this point digress to say that there has never been any selection of either officers or employes in the Railroad Administration for political reasons and that the assumption which is sometimes indulged that governmental activities create unnecessary positions for political reasons is absolutely without any foundation so far as the Railroad Administration is concerned.

I do not believe there is a single officer of the Railroad Administration who has sought his position. It is strikingly an institution where the office has sought the man. There has never been any inquiry into the politics of an officer, and as a rule I am not advised as to the politics of the members of my staff or their subordinates or as to the politics of the officers on the various railroads or their subordinates.

Let me emphasize also that, throughout federal control, railroad operation has been in the hands of skilled railroad officers who have spent their lives in railroad service, and, generally

speaking, has been in the hands of the very same officers who conducted the same operations prior to federal control and will continue to conduct them after federal control.

Returning to the results of railroad operation under federal control, let me emphasize that the striking respect in which private enterprise has been more effective than the Railroad Administration is that the private enterprise has been so much more efficient in raising the prices which have been imposed upon the public, while the Railroad Administration has endeavored to protect the public and the business of the country from any unnecessary increase in the level of the railroad rate structure.

Conditions in the early part of 1919 were so abnormal and unprecedented as to preclude any satisfactory and reliable readjustment of rates. It is thoroughly appreciated that the unfavorable return in the early months of 1919 was very largely, if not wholly, due to the abnormal slump in business. If an increase had then been made to produce the profits on the abnormally small business, I am satisfied the step would have been exceedingly unjust to the public. The result in the fairly normal months of July to October clearly justified this prudent policy, because they indicated that in any normal volume of business the rate increase necessary under unified control would have been very much less than was indicated by the abnormal months preceding.

The entire increase in rates since 1914 has been on an average for the country only about 33 per cent. In that time the increase in prices of the articles transported has varied from 60 and 80 per cent up to 150 per cent.

Conditions Prior to Federal Control

Let me in conclusion again remind you of the conditions which prevailed in 1917. We get no clearer or more striking picture of these conditions than that presented by the executives of the eastern railroads to the Inter-

state Commerce Commission in the late fall of 1914 in behalf of the effort then made to secure an increase in rates. The conditions were then summed up on behalf of the railroad interests as follows:

(a) Continuous increases in the cost of labor, fuel, supplies, taxes and of obtaining new capital.

(b) Inability to secure and retain efficient labor.

(c) Curtailment of maintenance expenses, which curtailment is due in part to inability to secure necessary labor and materials.

(d) Decrease in net operating income, notwithstanding large increase in operating revenues, in property investment, in carload and in trainload.

(e) Reduction in surplus, with consequent effect upon the credit of the carriers.

(f) Inability to secure new capital by the issue of stock, with the consequent weakening effect upon the financial structure.

(g) Inability to provide improvements and facilities, not only essential for the traffic of today but equally essential for the traffic of the future.

CLEARING UP CLAIMS

The total number of loss and damage claims on hand unsettled was reduced from 888,197 on March 1, 1919, to 465,722 on November 1, 1919—a reduction of 422,475 claims, or approximately 48 per cent. At the same time the number of loss and damage claims on hand over four months old fell from 363,476 on April 1 to 148,683 on November 1—a total reduction of 214,793, or approximately 59 per cent. The number of overcharge claims unpaid more than ninety days old fell from 70,215 on January 31 to 14,721 on September 30. In other words, on September 30, 1919, there were only one-fifth as many overcharge claims outstanding as there were on January 31, 1919.

PRACTICES TO BE CONTINUED

At their meeting in Washington from January 3 to 5, the Association of Railway Executives, representing approximately 94 per cent of the railroad mileage of the United States, gave earnest consideration to the desirability of continuing, after March 1, certain operating practices which have been developed during federal control.

Dealing with this feature, we quote Thomas De Witt Cuyler, chairman of the association:

"When the president issued his proclamation stating that the roads would be returned to their owners on March 1, 1920, I stated that the companies would be prepared to resume operation on that date. They are now actively engaged in making their preparations.

"It is their earnest desire to give the public the benefit of any and all improvements in railway operation which have been adopted during the period of government control, and all such changes are being carefully examined and considered. Among those which have been agreed upon during the present conference are:

"1. The adoption of rules for the distribution and interchange of freight cars. This step was first taken by the railroad companies during 1917, in order to expedite the handling of the country's extraordinary traffic at that time. This method was continued by the U. S. Railroad Administration through its Car Service Section, and on March 1 the railroad companies will themselves constitute a commission on car service, and every effort will be made to utilize to its highest capacity the entire freight equipment of the country.

"2. The continuation of the system of operating statistics established by the Railroad Administration. These represent a considerable advance over previous statistics and give additional information with regard to car and locomotive performance, which will be useful in promoting efficiency on the resumption of private operation.

"3. The continuation of the present methods of collecting transportation charges, as provided in the director-general's order No. 25. Such continuation is calculated to secure the prompt payment of transportation charges and has the further advantage of putting all users of transportation upon a basis of equality with regard to credit.

* * *

"The various companies are engaged in arranging to re-establish agencies for the information and assistance of shippers in routing and tracing shipments.

"The companies, through his association, are trying, in a generous and liberal spirit, to agree with the government on the interpretations of the Federal Control Act and of the standard contract between the government and the companies. Every effort will be made to avoid litigation and make final settlement prompt and fair.

"Careful consideration is being given to the need for additional equipment, and every possible effort will be made by the companies to provide such equipment.

"The problems on which the railroad companies are now engaged are the concern of every citizen. Transportation is the limiting factor on that enlarged production which the entire world needs. The expansion of railroad facilities had not kept pace with the growth of the country prior to the war, and the needs of the near future will run into billions of dollars. The credit to raise these vast sums cannot be had except by fair and liberal treatment by the public authorities and by good management on the part of the companies. The companies are making every possible effort to insure this good management on the resumption of private operation, and they confidently rely on the intelligence and good sense of Congress and the American people to do their share."

WOMEN EMPLOYEES

A analysis of the figures compiled by the Women's Service Section shows the continued employment of women in railroad service, with few changes. On October 1, 1919, there was a reduction of six-tenths of one per cent, compared with the previous quarter.

On October 1 the total number of women employed in railroad service was 81,803, compared with the maximum number employed during the war—101,785. During the year to October 1, 1919, the decrease in the number of those employed was 19 per cent. Clerks, including ticket sellers, accountants and cashiers, showed the smallest decrease, namely, 12.2 per cent. However, as of October 1, fifty-five Class One roads reported that they had increased the number of their women employes, these additions amounting to 1,151, chiefly in clerical work.

During the year the employment of women as laborers and in other capacities requiring too great muscular exertion was discontinued.

Following is a summary showing the number employed on October 1, 1918, year-terminated and at the end of each quarter thereafter:

	Oct. 1, Jan. 1, 1918 1919					April 1	July 1	Oct. 1
	101,785	99,737	86,560	82,332	81,803			
Pct. dec. by quarter	0.0	2.0	13.2	4.9	.6			
Pct. dec., cumulative	-0.0	2.0	14.9	19.1	19.6			

NO SLOWING DOWN!

On December 24 President Wilson by proclamation stated that federal control of the railroads of the United States would cease at midnight of February 29.

To the great majority of employes, this matter is not one of moment as affecting their employment. Employes of the central and regional administrations are the ones most directly affected. It is really gratifying—in a way, remarkable—to see how these men in the central and regional administrations keep plugging away, with no lessening of interest in their

work with no desire to shirk or sidestep their duties. We say this is, in a way, remarkable—yet there is, in fact, nothing remarkable about it, when one considers the caliber of the men employed.

They, in common with all railroad employes, have been schooled in an industry where fidelity to duty has become second nature—an unwritten law in the fraternity.

No man with any pride in himself seeks something for nothing. He is ready to deliver full value for the pay he receives. And so to the two million railroad employes it makes no difference, from a service viewpoint, whether they are working for the government or for individual railroad companies. They are ready now, as they always have been, to prove that the American railroadman is a man worth while—a man who cannot betray a trust, who uses his head to make efficient the work of his hands, and who can turn a pair of honest eyes on any man without fear of just criticism of his workmanship.

During the remaining period of federal control let us maintain our reputation for service well performed and carry that standard of efficiency into our work under private management. Regardless of who operates the railroads, they must function efficiently, and all of us alike are interested in effecting this.

In a telegram addressed to all officers and employes immediately upon the issuance of the president's proclamation, the director-general said:

"I appeal to every officer and every employe to redouble his efforts to produce the best and most economical railroad service possible during the remaining period of federal control. During the unusually heavy business of the past few months and the extraordinary difficulties created by the coal strike, the officers and employes have done especially fine work, so that with more confidence than ever before I express the hope that all of us will give the very best account of ourselves in this

remaining period, in our common interest and in the public interest."

The responses received to the foregoing wire were heartily gratifying. They left no room for doubt as to the eagerness of officers and employes alike to prove their loyalty to the service.

A GREAT PUBLIC SERVICE

"In making public the report of the Central Coal Committee of the Railroad Administration," says the director-general in a recent statement, "I wish to express my appreciation of the faithful work which was done by the Central Coal Committee, the regional coal committees and the various local coal committees.

"Suddenly confronted with an unprecedented and nation-wide fuel problem growing out of the coal strike, these gentlemen devoted themselves unreservedly to the task of ascertaining the needs of the various parts of the country, devising ways to meet those needs, handling the infinity of complex questions that speedily arose, and expediting methods for securing payment for the coal produced. They had the hearty co-operation of the United States Fuel Administration, of the United States Shipping Board and of the Division of Operation of the Railroad Administration, of other officers of the Railroad Administration and of the regional organizations as well as the local railroad organizations in the transportation of the extraordinary amounts of coal which had to be carried from Pennsylvania and West Virginia to new and distant destinations.

"Considering the great possibilities for public alarm and public inconvenience and suffering growing out of the most destructive strike the country had ever known, I feel that the results achieved by these coal committees in conjunction with the railroad operating officers constitute a public service of great importance."

AFTER MARCH FIRST

In accordance with the proclamation of the president, the United States Railroad Administration will on March 1 cease to be the agent of the government in the operation of the railroads. The proclamation, however, empowers the director-general to liquidate the affairs of the Railroad Administration, and to this end a skeletonized organization will be maintained.

The regional directors' offices in New York, Philadelphia, Roanoke, Atlanta, St. Louis and the two in Chicago will be abolished, although it is possible one or two representatives will be maintained in these cities to represent the Central Administration, specially in connection with legal matters. All files in the regional directors' offices will be transferred to Washington, where, together with the files of the Central Administration, they will be maintained in good shape, available for immediate access as occasion requires.

Some portions of the Central Administration will be abolished immediately, while others will have to be continued to liquidate affairs of the Railroad Administration; accounting and legal matters will have to be given special attention.

As of January 1, 1920, 1,652 employes were engaged in Washington or were at work throughout the country but carried on the Central Administration payroll. On the same date 1,196 employes were engaged in the seven regional directors' offices. The total number thus directly on the payrolls of the Railroad Administration was 2,848. This number, of course, will be rapidly diminished immediately after March 1.

LEGISLATION PROGRESSING

Considerable progress has been made by the conferees appointed by the Senate and House to evolve legislation covering the railroads upon their return to private control on March 1. Conferences have been held by these committees practically without inter-

ruption since December 22 and it is hoped before long a bill will be presented for discussion in the two branches of Congress. The senatorial conferees are Senators Cummins, Kellogg and Poindexter (Republicans) and Pomerene and Robinson (Democrats). The House conferees are Congressmen Esch, Wilson and Hamilton (Republicans) and Sims and Barkley (Democrats).

PASSES AND FRANKS EXTENDED

Annual passes issued by the Railroad Administration during 1919 will continue to be honored until March 1. Western Union telegraph franks will be honored until April 1.

AND MAY IT SO BE

Asked what he would most like to see transpire during the new year, in connection with transportation matters, Director-General Hines replied:

"My predominant wish for 1920 regarding public affairs is that prior to the termination of federal control there shall be adequate railroad legislation which will be a sufficiently radical departure from the unsatisfactory railroad status prior to federal control to insure the continued development of railroad transportation in the public interest and the adjustment of railroad labor problems with mutual confidence and justice."

THREE THOUSAND CONVICTIONS

During the six months to November 1, 1919, the Secret Service and Police Section secured 3,126 convictions against parties who had stolen freight or committed other depredations affecting the Railroad Administration. During the same period stolen property valued at \$786,683 was recovered, while the total value of property stolen during the six months was \$720,685. These figures would indicate

that tampering with railroad property is an unprofitable pastime.

NOVEMBER EARNINGS

The Operating Statistics Section has prepared figures covering the financial results of operation for November for all Class I roads in federal operation. These comprise 232,092 miles of road, or 97 per cent of the total of 240,177 miles of road federally operated:

Condensed Income Account

	Month of November		Amt. of Increase	Pct. Inc.
	1919	1918		
Op. rev.....	\$432,394,729	\$434,380,613	*\$1,985,824	*.5
Op. exp.....	383,836,510	359,293,386	24,538,125	6.8
Net op. rev..	48,558,219	75,082,227	*26,524,008	
Taxes, etc....	25,813,330	18,279,153	7,534,177	
Net op. inc..	22,744,889	56,803,074	*34,058,185	
Op. ratio.....	88.8	82.7		6.1

*Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,370,517, so that the net loss to the government was \$51,625,628 for these properties. On the basis of the net operating income earned during the average November of the test period, the loss was \$59,556,501.

Most, if not all, of this deficit would have been avoided but for the loss in revenue and the extraordinary operating difficulties incident to the coal strike.

The results for the eleven months ended on November 30 were as follows:

Condensed Income Account

	Eleven months to Nov. 30		Inc. or Dec. Amount
	1919	1918	
Op. rev.....	\$4,666,926,490	\$4,419,129,444	\$247,797,046
Op. exp.....	3,940,122,848	3,560,788,512	379,334,336
Net op. rev..	726,803,642	858,340,932	*131,537,290
Taxes, etc....	225,120,118	201,531,063	23,589,055
Net op. inc..	501,683,524	656,809,869	*155,126,345
11/12 annual rental	818,075,678	818,075,687	
Op. loss.....	316,392,163	161,265,818	155,126,345
Op. ratio.....	84.4	80.6	3.8

*Indicates decrease.

It must be remembered that the comparison between the eleven-month

periods is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

AUTOMATIC TRAIN CONTROL

Following more than a year of investigation, during which time many actual tests on railroads were made, the Automatic Train Control Committee has reported that on lines of heavy traffic, fully equipped with automatic block signals, "the use of train control devices is desirable, but that the relative merits of the various types of automatic train control cannot be determined until further tests have been made," also that "more extended service tests, including complete reports of performances, are necessary before a decision can be reached on the availability for general practical use of any of the devices that have been brought to the attention of the committee."

The committee recommends that it or a similar committee be continued to the end of federal control and that therefore the work of the committee should then be continued under the American Railroad Association, with a representative of the Bureau of Safety of the Interstate Commerce Commission on the committee, also that arrangements be made for the further practical test of such devices as may be available for that purpose. In its report the committee, without implying endorsement, found seventeen appliances available for further test.

"Train control devices will not prevent collisions due to brake failures, which are infrequent and comprise only a small percentage of such accidents," says the report. "Failure of signals to perform their functions is a comparatively rare occurrence. Track circuit control block signal systems

are so designed that, when any part fails, the signal should display the stop indication. In some cases of failure, however, the signal indicates 'proceed,' even though it should indicate 'caution' or 'stop.' Such failures, known as 'false clear' failures, contain a serious element of danger, but their infrequency makes the possibility of collisions from this cause exceedingly remote.

"Collisions due to the failure of employees to comply with rules form a large portion of the total number reported, and many of these could not have been prevented by an automatic train control device.

"Automatic train control devices may be expected to prevent only such accidents as are due to the failure of employees to observe, understand and obey signal indications. Failure to see or understand signals may be due to smoke, fog, snow, absence of the night signal indications, complexity in the scheme of indication, unfamiliarity of the engineman with the route over which the train is running, the division of his attention, or his physical incapacity, etc. Failure to obey signal indications that are seen and understood are rare and include only those cases where enginemen in their anxiety to make time take chances or where they use poor judgment in the interpretation of rules which permit them to exercise some discretion.

"There appears to be a popular misconception as to the number of fatalities that might be prevented by automatic train control devices. Statistics show that train collisions have been the cause of less than six per cent of the fatalities to persons other than trespassers.

"All fatalities resulting from train collisions average, per year, 296, or 15.6 per cent of the fatalities to non-trespassers, and of this number many result from collisions occurring on yard tracks at other places where they

would not have been prevented by an automatic train control device."

The committee points out, however, that the foregoing should not be taken as minimizing the seriousness of the situation. However, the limitations of automatic control devices should nevertheless be clearly understood.

"The cost of the automatic train control system is an undetermined item which involves not only the original expense of installation but the cost of maintenance and the effect of its operation upon the capacity of existing facilities," continues the report. "Its installation where heavy traffic is handled may necessitate further expenditures for additional running tracks. The service, to meet such conditions satisfactorily, must therefore be one which will interfere as little as possible with the capacity of a railroad, and this requirement may necessitate the condition of speed control apparatus at an increased cost for its installation and maintenance."

The Train Control Committee was created on January 14, 1919. Its first chairman was C. A. Morse, assistant director of the Division of Operation, now chief engineer of the C., R. I. & P. Its present chairman is A. M. Burt, assistant director of the Division of Operation. The other members are W. P. Borland, chief, Bureau of Safety, Interstate Commerce Commission; C. E. Denny, assistant federal manager, New York, Chicago & St. Louis Railroad; H. S. Balliet, assistant terminal manager, Grand Central Terminal, New York; Henry Bartlett, chief mechanical engineer, Boston & Maine Railroad; J. H. Gumbs, general superintendent, Pennsylvania Railroad, and R. W. Bell, general superintendent of motive power, Illinois Central Railroad.

Since beginning its work the committee has inspected thirty-seven different devices either in laboratory form or in actual service on the railroad, and in addition has examined

plans and specifications of three hundred train control devices.

In its report the committee lays down clear-cut definitions of automatic train control and outlines the requisites for the design and construction of such devices. It discusses extensively all the mechanical elements of the problem. Automatic train control is popularly regarded as a panacea for railroad accidents. Persons who are not familiar with railroad operating requirements generally fail to understand fully the factors which must be taken into account in the practical use of train control devices.

The committee believes that any comprehensive study of automatic train control must begin with the block system, as the principle of the block system is fundamental to the subject and must be the foundation of any automatic train control system.

The superiority of the block system, as compared with other methods of train operation, is generally recognized. It is in use on practically one hundred thousand miles of railroad, including the busiest parts of practically all railroads.

The first step therefore which not experimentation with, nor the adoption of, some form of train control should be taken on lines which are not operated on the block system is trial device, but the adoption of the block system itself.

The committee states that from a practical viewpoint automatic train control devices are still in the development stage and that many problems in connection with their practical application remain to be solved.

CANNOT BUY FREIGHT SOLD

Instructions have been issued that no officer or employe of any railroad under federal control will be permitted to purchase, directly or indirectly, over, damaged, refused or unclaimed freight from any representative or agent authorized by the Railroad Administration to dispose of such freight by sale. These instructions have been in effect on certain railroads heretofore, but it is desired to have them effective on all railroads under federal control.

Safety First

Farewell to The Old and Greetings to The New Year

O. P. Atkinson

Farewell to the old year
Hello to the new,
May Safety for others
Be our watchword all through.
Keep our eyes ever open
For dangers to see
So to warn fellow workmen
From such dangers to flee.
You have then done your duty
Without thought of pay

And you ne'er will regret it
From day unto day.
May the New Year beginning
Be one of delight
And your pleasures unnumbered
Be always for right.
Safety first as your motto
Will lead you aright
And with life's journey ended
Your pathway be bright.

McComb City, Mississippi

Location

In the Fourth Supervisors' District of Pike County, on the main double track line of the Illinois Central Railroad, the most direct line connecting Chicago, the great distributing center of the middle west, with New Orleans, the "Winter Capital of America," the Commercial Hub of the Mississippi Valley, which since the Federal Government is assuming the responsibility of flood control of our main waterways, is destined to be the "Garden Spot" of the world. New Orleans is also the gateway to the Panama Canal, and from the point of volume and value of imports and exports is second of all the ports of the United States. McComb is 105 miles from New Orleans and less than 24 hours run from Chicago.

Health

Situated in the heart of the Long Leaf Pine Belt. Uplands, about 350 feet above sea level, and being less than 100 miles from the Gulf, we have unsurpassed health conditions. The pine air combined with the salt breezes of the Gulf, gives us a healthy, invigorating atmosphere, free from malaria, and with ordinary care and intelligent observance of the most simple hygienic laws tuberculosis, catarrh and kindred troubles cannot exist here.

Water

McComb City has a complete modern water works system; the water coming from several deep wells, is absolutely pure, very palatable and cannot be surpassed anywhere. The purest water in unlimited quantities can be had in this section at depths ranging from 40 to 80 feet; besides, the county is well supplied with spring-fed streams. Average annual rainfall, 55 inches.

Climate

Mild and balmy. Average yearly temperature, 65 degrees; winter 49, spring 66, summer 80, fall 65. Our climate is naturally affected by the gulf breezes, especially after sundown, the nights almost invariably being cool and refreshing.

Lands

Giving due consideration of what our lands can be bought for and what can be produced on them during the year, they are giving greater returns on the investment than the farm lands of any other section of the United States. This is due to the fact that from two to three crops can be grown each year on the same land, and by proper rotation of crops be improving the soil all the time; and also the fact that on account of there still being a large undeveloped acreage, land prices are low. The main reason for this undeveloped acreage is that the lands were originally very heavily timbered with long leaf yellow pine and was bought up by timber speculators for the timber while cheap and held for the big advance in timber values of recent years. Now the most of this timber has been cut, throwing the undeveloped acreage on the market, depressing the land values. However, these lands are now being rapidly acquired by land speculators and by farmers for development, and now is the time to buy.

These lands are mainly gently rolling with numerous streams, along which are fertile, level valleys and bottoms, the soil of which is mainly black, sandy loam. The uplands are of a brown or black sandy loam, the top soil running from six to ten inches, with a dense red or yellow clay subsoil, which not only ac-

cumulates and holds moisture to carry growing crops through a possible dry period, but retains permanently any properties added to the top soil for the purpose of increasing the fertility, making it possible to bring the same up to as high

a state of production as any lands in the world.

What We Have

A population of over 12,000, the largest railroad shops in the South, being the second largest on the Illinois Central



Business Section McComb, Miss.



Railroad, the payroll from the shops alone running more than \$100,000.00 per month; shops and general offices of the Liberty-White Railroad which crosses the Illinois Central here; yellow pine Lumber and Planing Mill; Veneer and Box Factory, Retail Lumber Yard; \$300,000.00 Cotton Factory which is doubling its capacity; largest ice fac-

is to be found in any city in the United States; one Catholic College; one Music College; ten Churches; large private machine shop, private foundry; Large Steam Bakery, two wholesale Grocery houses, Steam Laundry, Glove Factory, two Bottling Works; two Newspapers; Ice Cream Factory; a Live Board of Trade.



*Residential
Section*



*Mc Comb
Mississippi*



tory and cold storage plant in the States, with modern new Creamery in connection therewith; a National Bank; a State Bank, with combined resources of two million dollars; fine primary Public School buildings, two large High School buildings with as modern and efficient public school system as

What We Are Doing

This, the Fourth Supervisor's District, is just completing about 80 miles of model gravel pikes, with McComb in the center. McComb has also just completed a new High School building, costing about \$60,000.00, modern in every respect, having gymnasium, swimming

pool, teaching in addition to the regular public school courses, music, art, domestic science and manual training; the pupils graduating from this school entering without examination any of the colleges on the diploma from the McComb High School. McComb has installed a complete modern sewerage system which cost \$100,000.00 and Federal Post Office building costing \$50,000.00. McComb is also just completing a Viaduct connecting East and West McComb, and has let contract for the paving of the entire business section with vitrified brick, and contract will be let shortly for building vitrified brick Pike extending from McComb to Magnolia, the County seat, 7 miles south and to Summit, the next town three miles north of us.

What We Want:

We want more manufacturing enterprises of the North, and especially do we want more farmers, dairymen and stockmen. Our uniformly mild climate, productive soils and ample annual rainfall, evenly distributed throughout the year, makes our section very desirable for general farming, and these conditions, with our exceptional railroad facilities, giving us a direct route to the main markets North and South makes our section also specially desirable for trucking, dairying, stock and hog raising.

Our farmers grow successfully corn, cotton, oats, sorghum, sugar cane, sweet potatoes, Irish potatoes, peas, velvet beans, soy beans, crimson and bur clovers, lespedeza, fruits and all kinds of vegetables. A few miles north of McComb is Crystal Springs where the tomato and cabbage crops for 1919 was over a million and a half dollars, while a few miles south of us is Independence, the largest strawberry shipping point in the United States.

This section was originally an all cotton country, but since the advent of the boll weevil our people are turning to dairying, hog and cattle raising and developments along this line have been rapid and successful beyond the expectations of the most optimistic. Our section is free from cattle ticks and our cat-

tle are, therefore, put into the northern markets in competition with cattle from other sections, and the figures given hereunder, obtained from the National Stock Yards of St. Louis, will give an idea of the expansion of cattle and hog growing in Mississippi; these figures only covering the shipments to the St. Louis market.

Cattle Shipments.

1906	3,294
1907	8,665
1908	16,286
1909	37,040
1910	25,571
1911	53,132
1912	97,069
1913	98,935
1914	86,229
1915	127,740
1916 (11 Mo.)	135,754

Estimated for December, 1916, 25,000 which would bring 1916 to 160,000 head.

Hog Shipments.

1912	2,753
1913	3,641
1914	5,455
1915	6,556
1916	53,234

It is estimated that about the same number of cattle and hogs went to New Orleans, Natchez and Mobile during the same period. The actual figures for the years of 1917, 1918 and 1919 are not available at this time, but it is generally conceded that the increase during the past three years, especially has been larger than for any three preceding years, especially is this true of hog raising, some counties in the State more than doubling the shipments of three years ago.

Dairying is making equally as rapid development, the creamery at this point is increasing daily, the same price being paid here for milk as at Elgin, Illinois, and with our mild climate and being able to have green grazing for milch cows the year around, by planting clover, rye and oats in the fall, dairy products can be produced much cheaper here than in the colder climates. It is the opinion of many who



LIVE STOCK, Mc COMB, MISS.



make a study of such things that on account of the unequaled advantages we have over most any other section of the United States, this part of the South is soon to be the dairying center of the country.

To give an idea of how the dairy business has grown, 10 years ago there was not a silo in the State except at the State Agricultural College and not a creamery, and the entire State did not produce 10% of the dairy products

eliminated, and learning that hogs can be grown here entirely by grazing all the year round on our native grasses, clovers, peas, peanuts, sweet potatoes, soy beans and velvet beans, hog growing for the market is rapidly taking the place of cotton as a money crop. It has been practically demonstrated by some of our farmers as well as on our demonstration farms that hogs can be grown here ready for market without corn, except possibly ten days or



used in the State. Now there are hundreds of silos all over the state and a large number of creameries. The state is now producing a large surplus of dairy products. In addition to the creamery at McComb there is one 25 miles south of us and two 25 miles north of us.

The same reasons that make our section so advantageous for dairying apply equally as well to hog raising, and the progress made along this line since the farmer has learned that with pure drinking water, good grazing and cholera serum, hog cholera is entirely

two weeks feeding of corn to finish them off, and at less cost per pound than in the great hog growing sections of the middle west.

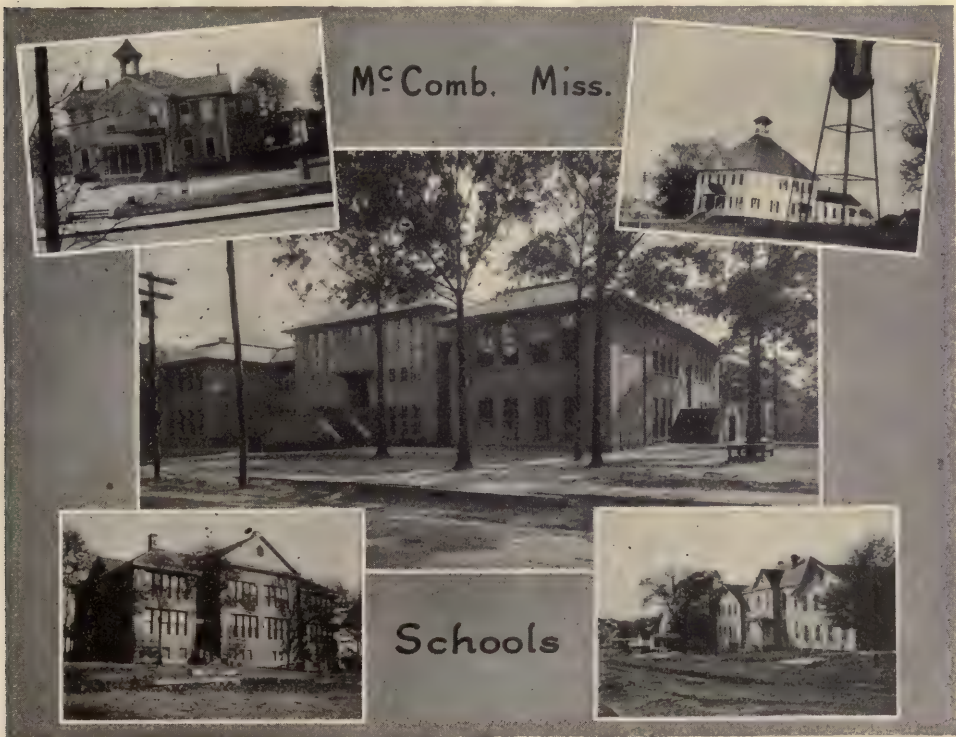
The growing of beef cattle is also keeping pace with the development in dairying and hog raising, and now since the cattle tick is eliminated will develop much faster. As an indication of the development of hog and cattle raising, we have four miles south of here the largest stock ranch in the state. On this farm about 2,000 acres is in cultivation, with about 8,000 acres in pasture on which the herd will run

as high as 3,000 head of cattle at times. There is also on this farm the most valuable herd of pure bred, white face Hereford cattle south of the Ohio river. In this herd is "Rex Mischief," the young bull that topped the sales of 1918, the owner of this farm paying \$20,000.000 for him in Nebraska. This bull was not two years old until April, 1919, and was considered the best thing offered in his class in 1918. On this farm is also one of the largest herds

Easy Money

For the farmer who wants to borrow money on long time, we have a going National Farm Loan Association which has the distinction of being the first association of this district to have its charter approved. This association is authorized to do business in all of Pike and Amite counties and the southern part of Lincoln.

For the town resident who needs long time loans, we have a local Build-



of registered Duroc hogs in the United States, being over 1,000 head and made up of some of the best blood to be had. This farm is the home of Jo Orion II, said to be the most wonderful hog in the world. The developers of this farm began in a very small way with about 100 acres some ten or twelve years ago, and it has been gradually brought up to its present proportions, adding to and increasing as experience indicated would be profitable.

ing and Loan Association, backed with ample capital and having loans available at all times, controlled and managed by capable and successful, local business men.

Citizenship

Ninety per cent descendants of the old Southern blood trying to live up to the traditions of their forefathers who were famed for their generous hospitality to the stranger, loyalty to their friends and fighters for the right as

they saw it, to which the changed conditions of the times has developed into the present generation the spirit of modern hustle and energy.

We believe we have the best people on earth and we likewise believe we are living in the best part of the world. Believing this, we think that any one contemplating a change in location will make a grave mistake not to come

look our section over before making a decision.

Information

The McComb City Board of Trade will answer any and all questions concerning any subject pertaining to our town or surrounding country, giving only facts and information that can be relied upon.



Residences, McComb, Miss.



Fuel Conservation

By B. J. Feeny, Supervisor Fuel Conservation Section Southern Region
United States Railroad Administration

Mr. Chairman and Gentlemen:

The fuel problem is one of the largest problems in the world today. It is affecting the entire world.

It is not my purpose to come here today to tell you anything new in the line of saving fuel but I do think I can tell you some interesting things about saving fuel. If you were only to apply what you know to be good practice and eliminate what you know to be bad practice, it would cover another talk here today. Just put this into effect. I am going to read you an appeal that the Director General made recently to the Railroad Employees of this country. The last four or five lines of this covers more than I or any other man could say to you in an hour or two hours talk.

"I ask every officer and employee to redouble his efforts to do efficient work, to economize in the use of railroad materials, fuel and other supplies and to use great care not to injure equipment, tools, office furniture, or injure property being transported by the Railroad for which payment must be made if injury occurs, and further than this, to try to encourage others to do the same.

"Do not wait for the other fellow to begin this improvement, but begin yourself. Do not decline to help because some other fellow is not helping, turn in and help, and keep on setting the other fellow a good example."

If these last lines were carried out, you would have the nicest working conditions that men could ask for any place. You men often find things that are disagreeable to you. The Railroad Company does not make it disagreeable. It is your fellow worker or the man that does not do in the shop as he should. Therefore, you see that it is right up to the individual to do his part and do it as cheerfully and as well as he knows how.

Now as to the fuel proposition. You men realize the amount that you are paying for coal in the home today compared with what you paid before the war, and I want to tell you now that you have burned the cheapest coal that you are ever going to burn any more. You are going to have to pay more for it. You know what is going on in Washington between the Operators and the Miners that is going to call for an increase in the price of coal. Now to show you in a few words what that amounts to the Railroad Companies in this country; in the year of 1918, 168,971,572 tons of coal was burned. That only indicates a whole lot of figures until we put it in some form so we can realize how much it is. 3,378,435 cars of coal of 50 tons to the car and 500 cars would block your yard. If we were to put that into one train, we would understand it better. Put a locomotive at the head and a caboose at the end with the train running at the rate of a mile a minute. You would have to wait twenty days and twenty nights to see the engineer in the locomotive and the flagman in the caboose. In other words, it would require seven railroads the size of the Seaboard Air Line to hold the coal that was used on the Railroads in the United States last year or 576 tracks 50 miles long. That Fuel bill amounts to more than \$1,600,000.00 per day. You don't realize the amount of wasted coal there is. Coal has been plentiful. You have seen it go to the dumps and cinder pits when cleaned up in the yard. There is enough coal wasted on the average railroad every month to run it one day. Your own Railroad uses 80,000 tons of coal per month or 2,000 cars so you can see what a lot of money this represents. Say at \$4.20 per ton. This does not include the freight rate. In other words, it is

like you laying off from work two weeks and going home and working for yourself and saying it does not cost you anything to work yourself. Of the total amount of coal the railroads use 88 per cent of that goes into the furnace door of the locomotive; 12 per cent used for heating, power plants and such other plants other than the locomotives.

If I should ask you who was responsible for the waste of fuel, you would immediately say the fireman. The fireman is only responsible for that portion of the fuel that he wastes. He is not in any way responsible for faulty workmanship, to locomotives or delays to train on line of road or delays before leaving the terminals. The fireman is only responsible for that portion that he wastes firing the locomotive. You men probably don't know that the best firemen are the lady folks at home. How many men here have been called down by their wives for putting too much coal on the fire. The lady folks at home have had no training in this but they know how to save coal.

Engineers say to their firemen, "Get some smoke coming out of the stack." You have often sat in front of the grate and seen a thin line of smoke coming out one side of the grate. In many cases, it would ignite and burst into a flame. Then there is a thin line of smoke coming out of the grate on the other side. What does it do? It passes off and is lost. Why does one make smoke and the other heat? There was heat enough around the gas to make it ignite. Therefore, you got the heat from the coal.

Now, every man on the railroad is responsible one way or the other for fuel waste. The Yardmaster that orders an engine before the train is ready and before the car men have had time to work the train. This costs your company not less than \$50.00 per hour. Approximately \$30.00 per hour for operating freight trains. In that cost there is 18½ pounds of coal lost per minute while that engine is standing out there waiting for the train to be made up. Your dispatcher who will allow you

to leave one station and stop you at another is wasting fuel. The average freight train requires from seven to nine miles to get it up to the maximum speed of 30 miles per hour. That stop will cost you anywhere from 350 to 1,000 pounds for making that extra stop.

That carman who lets a train leave his yard with excessive leaks in the train line is wasting coal. The most expensive power used is the air that is used in train lines and used in the shops here. A test was made on this last year, last June, between the Southern Railroad and the Air Brake Company and it developed that the average train of 50 cars was wasting a ton of coal for every ten hours that train was in service. Can we say anything to the firemen for wasting coal when there are other men in other departments just as negligent as he? We allow a car to leave here with a hot box and it probably costs you two tons of coal before you go into the District Terminal so every man is responsible for some portion of the waste of fuel.

The Locomotive engineer is responsible to some extent. If he is an efficient manager he saves fuel. If careless he wastes fuel but the locomotive engineer as I see him, should be a man, among the many conditions that confront him, to get the most out of what he has at his command. It also depends on how he instructs the firemen as to the firing of the engine. He can instruct the fireman when to put in coal and he can say to him, "Don't put any more coal in now, we are going to the roundhouse." By doing this, it would save considerable coal. All the fire goes to the cinder pit when coming in together with all the green coal that may be in it.

I am going to tell you a story about this. This was told me by a young man who has been serving in the army in France. The French Firemen fire with briquettes. The fireman knows just how many bricks it will require to go from one station to the other. He takes it off the tank and cracks it up and tries to save some of that. As you all know, these men wear wooden shoes and when

he takes them off to get the coal and dust out of them, does he throw that coal away? No, he shakes this out into the scoop as he knows that each grain of coal carries so many degrees of heat. These firemen get paid for all the coal that they save. The French women go over to the roundhouse and take the cinders in this cinder pit and burn them. If there is a gentleman in this room who has been in the army, he will bear me out in this statement, but why should we go away over there to talk about what happened in France when we have so much we can do in this country.

Why don't we pay our firemen and engineers for the fuel that they save? Because if we did, we would have an army of prize fighters instead of good railroad men. If an engine was not properly repaired before leaving the shop and caused a delay on line of road, burning unnecessary coal, that engineer would come back to the shop and be ready to fight every one for causing him to have to burn this extra amount of coal. Therefore, we can't afford to pay our men for saving coal but we can try to save more.

Popping off of locomotives causes a waste of fuel. It is one of the most annoying things around a railroad. The engineer and conductor can't read the orders together for it. Every time that pop valve is unseated five minutes, you are using 75 pounds of coal. With sixty-five thousand locomotives in our country, if each engine would save one pop a day, it would save 889,505 pounds of coal which would amount to 2,437 tons of coal per day. This is one pop of five minutes every day for each locomotive, besides the annoyance which it causes. Go down in the passenger shed and see how annoying it is. Keep the fire in such condition that it won't pop off. I have made a test recently on the N. C. & St. L., 108 miles on local passenger train and pop valve did not open once and engine was a first class steamer. Engineer and fireman said, "We are going to put that into effect today and see what we can do," and as a result see what they did. At least a ton of coal

saved on that railroad. Steam heat pipes exposed to the atmosphere with no covering on them is wasting fuel. For every square foot of pipe left uncovered, it costs one ton of coal every year. Around the shops, there are a good many pipes that are not covered. If the temperature remains standing at 70 degrees with a pressure of 150 pounds, you would be using a half a ton of coal per square foot left uncovered per year.

Small leaks in steam lines causes a big waste of fuel. A small leak in a steam line $\frac{1}{4}$ " with 150 pounds pressure wastes 52 pounds of coal per month. $\frac{1}{16}$ " in air line will waste 25 pounds.

I am going to tell you a story to show you how much can be saved. Mr. Emerson the great efficiency man, made a test in the Child's Restaurants recently. The first thing he investigated was coffee. He instructed that all the cups being returned on this certain date that they save all the coffee in the saucer and measure it. The next time all the cups were filled to within three-fourths of an inch to the top. As a result 20,000 gallons were wasted that day. When these cups were filled so full the girls in carrying them in the tray, soiled their dresses and aprons. The table cloths were also soiled so when they saved that one item, they saved money on other things in connection with it.

Every time you save coal, you are going to improve steam conditions. Every time you fire up one of your locomotives, there is at least 150 pounds of coal falling through into the ash pan. On some railroads, 1,000 tons of freight could be hauled one mile, Roadmasters will go out and put up a slow order on a bridge the first day of the month. It remains on their sixty days. The Roadmaster at the end of sixty days makes a report showing so many thousand dollars material and so many thousand dollars labor, total cost. Every train for sixty days reduced speed there and you can see what it cost you and it also increased the cost of operation on your Division. Slow orders should not be left up any longer than it is absolutely necessary for safety. Interest is what is wanted

to save coal. Interest of everybody regardless of position and if we don't get that we cannot save fuel. I have a statement showing here the amount of coal it required to haul 1,000 tons of reight one mile. Unless interest is kept up, the road now on top will soon go to the bottom. A test was recently made on one of the railroads in the Southern Region, as to what could be done towards saving fuel on five different divisions. An observer was put on each engine to keep track of the amount of coal used, number of delays, etc. As a result the observer talked to the engineer, and fireman that they were with and stated to them that he was going to check them on coal. Put in what you know to be good practice and eliminate what you know to be bad practice. This test was made last May and over a Division of 96 miles, an average grade of 21 feet to the mile, burned 96.1 pounds per thousand gross ton miles. 145 miles average grade of 17 feet one direction and 18 feet the other 65.8 pounds per mile and another division where there was a 66 foot grade, they only burned 93.1 pounds. Another Division 130 miles, with a grade of 30 feet one way and 18 the other, 58.69 pounds. 128 miles, with a grade of 28 feet. 78.8 pounds of coal per thousand gross ton miles. That will give you an idea of what can be done when you have interest.

The Locomotive should be in good condition. There are many men, who regardless of the conditions that they work under, or of the tools and equipment that they have, put the very best that they have into it. If everyone does this, we will always make a good record and as the engines improve and the track conditions improve, the fuel performance will gradually come down, but if you depend on the other fellow, it is going up.

If you should ask an engineer or fireman to let you have three or four drops of oil, he would tell you to look in the oil box and get only that much. If you should ask them to let you have some coal, they would tell you to look on the

tank and get all you wanted. The engineer and fireman do not know how much you are burning. Today coal costs more than wages in the Transportation Department. They have always stood second but today they stand first.

The Department that I represent has put out some of the most valuable information that was ever collected and to put any of it in effect, will not cost your railroad anything, but to see that you men perform your work. Defective workmanship is responsible for a great many engine failures, and fuel waste account of engine failures cannot be estimated for sometimes an engine failure will delay every train on the road and again only its own train, but comes in for a great deal of this waste of coal. Circular 8 calls your attention to air leaks and shows you how easily you can find the air leaks and how easily they can be kept up. Circular 13 deals with air brake practices, tells the different employees what to do so as to keep the train lines up. Circular No. 14 is a circular for stationary power plants. Circular No. 16 Superheaters and the losses they can give you by not properly cleaning superheaters, they cost considerable money to put them on but if they are not kept clean and maintained, they will cost you more money yet. If kept in proper condition they will save you from 20 to 25 per cent on fuel. On some of the railroads that we have investigated, we have found superheaters stopped up and that they were losing more than 24.2 of the total amount of fuel placed in fire box. Not cleaning flues is one of the most serious fuel wastes, account of the formation of soot, as soot has 8 times the heat resistance of asbestos. To give you another instance, you have never seen round-house roof catch fire from the inside, you cannot catch fire to it until you scrape the soot off of it, clean engines will give you satisfactory service as far as the Transportation Department is concerned.

In conclusion I am going to tell you a story, and I am going to advise you men to save fuel, to burn all the coal you

wish but don't waste any of it. It reminds me of a negro that was at Camp Gordon, he was so happy at being in the war, and in the army, so he used this method of letting everybody know it, just at silent times he would start to whistle, so one day on the field, there was 15,000 white and 15,000 thousand colored soldiers he started to whistle and the Commanding Officer stopped him and told him to come forward, and said now I going to punish you to-day, so he ordered him to come to attention, step 10 paces forward and whistle for an hour, and when he start-

ed to whistle, he whistled the "Star Spangled Banner," and all the men on the field came to attention, so 30,000 men found in about three minutes what was tying up the army. Putting into effect just the practices that you know, not new methods at all, just what you know to be good practices and eliminate the bad practices will save fuel.

Unless there is interest on the part of all concerned, we are not going to make much of a showing. See that you do your part and the other fellow will follow your good example.

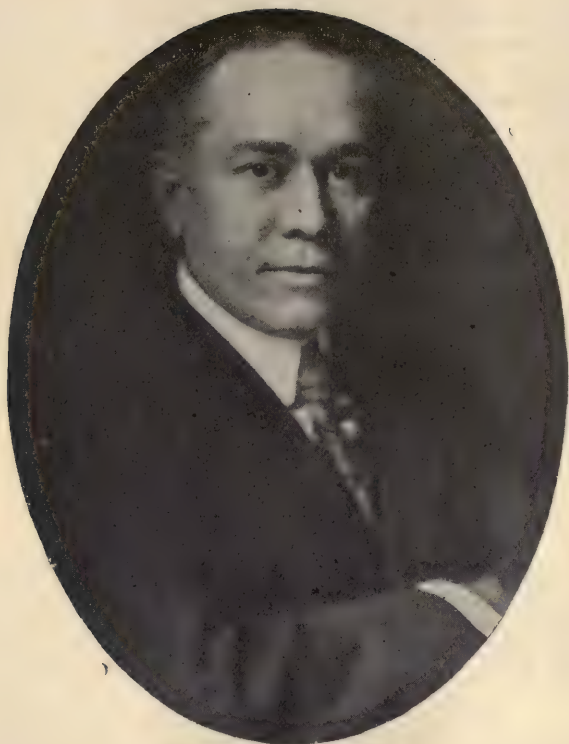


Churches of



McComb, Miss.





CLARENCE FARLEIGH PARKER

Clarence Farleigh Parker, formerly vice-president of the Illinois Central and the Central of Georgia, with headquarters at Chicago, died at his home in Chicago, January 6, after an illness lasting three years and which necessitated his retirement from active work in 1917. Mr. Parker was born at Charleston, Ill., on February 14, 1865, and received his education at Washington University, St. Louis, Mo. His railroad work began in 1888, when he entered the employ of the St. Louis, Alton & Terre Haute, his duties at that time being mainly confined to the train service departments. From then until January 1, 1896, he was consecutively car accountant, secretary to the general manager and purchasing agent and assistant general manager and purchasing agent of the same road. On January 1, 1896, he was appointed general manager and remained in that position until April 1 of the same year, when he went to the Illinois Central as general agent at St. Louis, Mo. (From this time until his retirement, in 1917, Mr. Parker continued in the service of the Illinois Central.) On May 12, 1902, he was appointed coal traffic manager and filled that position until June 1, 1904, when he was appointed purchasing agent, in which capacity he became well known to many central western railroad and railway supply men. His successful supervision over the Illinois Central's purchases during the period from June 1, 1904, to January 17, 1912, led to his appointment as vice-president on the latter date. As vice-president Mr. Parker retained supervision over the purchasing departments. On April 8, 1912, he was also appointed vice-president of the Central of Georgia and executed the duties of that position, in addition to those of vice-president of the Illinois Central, until the time of his retirement.—*Railway Age*.



The Investigation and Renewal of Bridges

By J. R. Lessel, Assistant Engineer, Bridge Department, Chicago

The investigation preliminary to the renewal of bridges forms a subject with which not many members of the I. C. family are familiar, and a few words here may be interesting or instructive. The method of procedure is necessarily somewhat lengthy, and at least ten officials will have passed on the type of renewal before the bridge is ready to be reconstructed.

By the present system of semi-annual bridge inspection by the Division Supervisor and Whole Line Bridge Inspector, as well as quarterly and monthly inspections by Division Foremen and Supervisors, we are able to keep a very good record of the physical condition of each bridge and culvert on the I. C. and Y. & M. V. systems. The two Whole Line Bridge Inspectors report to the Superintendent of Bridges, one inspector covers Northern and Western Lines, and the other Southern Lines and Y. & M. V. They are both on the road most of the time and when one stops to consider that there are 20,000 bridges and culverts on the two systems, it is easy to see that they are busy, as when they are not on the road they have their reports to make out. These reports show the height, length, type of bridge, when built, when painted, physical condition at the time of inspection the amount of repairs necessary to carry the bridge in a safe condition for one year, whether it will have to be renewed in two years, and if so, with what kind of structure.

From these reports, which are signed by the Division Supervisor of Bridges and the Whole Line Bridge Inspector,

the bridges which need to be renewed are found, and the budget for the next year is prepared. The budget is usually prepared in October preceding the year in which the work is to be done. Each Division is sent the necessary blanks, and prices for estimating the cost of various types of bridges in preparing their recommendations. The blanks show the Division, District, bridge number, height, length, year built type of renewal with the estimated cost divided between Operation and Addition and Betterments and the amount of money necessary to carry the bridge to the following year.

After the Division recommendations for the budget have been examined by the Supervisor, Roadmaster, and the Engineer of Bridges in person, all work that can be carried safely and economically is taken off the recommendations to appear in the following year's budget. The next step is to submit the revised budget to the Engineer Maintenance of Way and the Chief Engineer for their approval. After getting their approval the budget is transcribed to tracing cloth forms, by Districts and Divisions, so that blue prints of each can be made and sent to their respective Division Officials. The budget shows each structure on which work may be done after authority has been granted, and no work on other structures may be done except in case of emergency, or under special authority.

The individual bridges are now on the eligible list for renewal, but are still far from being renewed, and many other steps have to be taken before they can

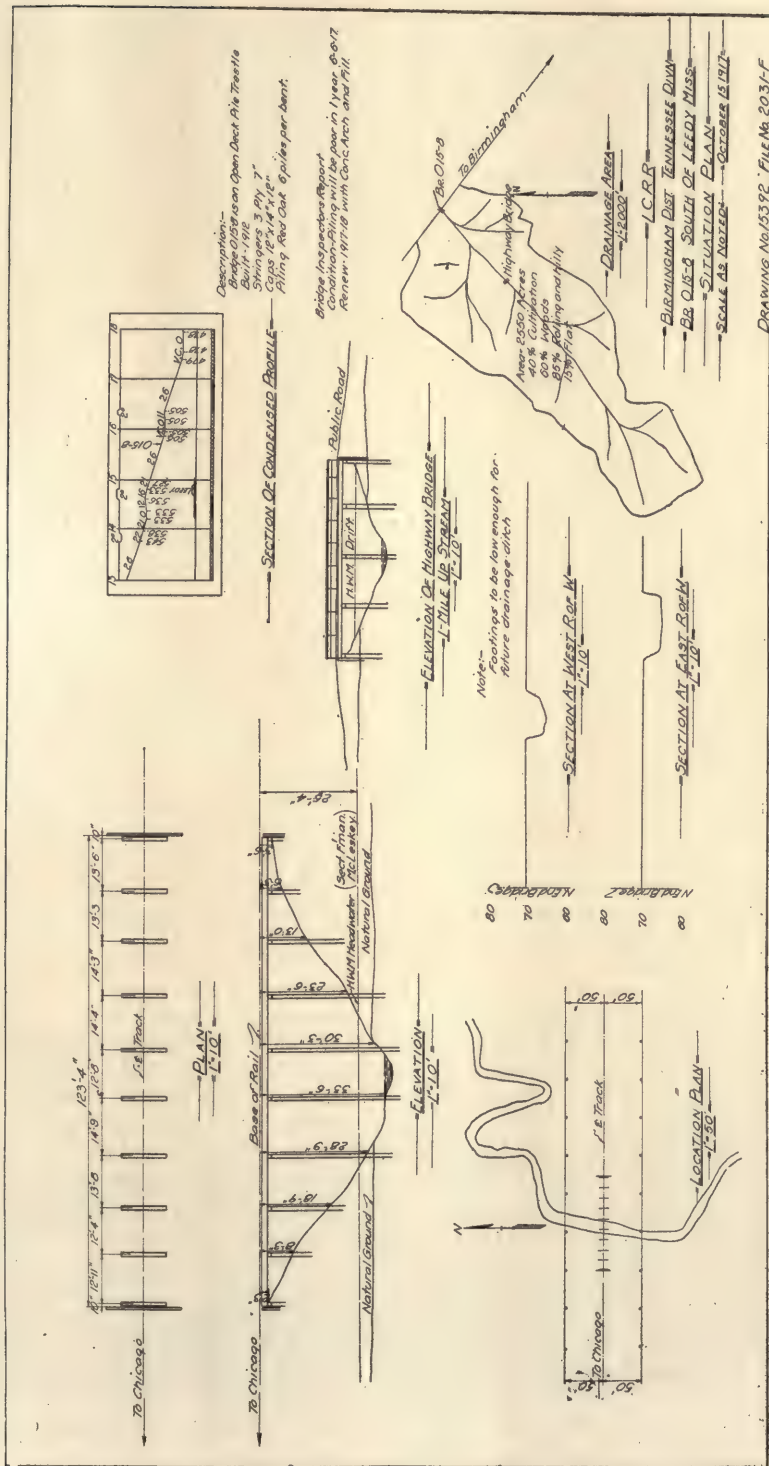
be renewed. Ordinarily it is desirable to replace wood structures with some form of permanent construction. The first thing to be done for renewal with permanent work is to have a survey made of each bridge. This is quite a task and is performed by men from the office of the Engineer of Bridges, who are specially trained for this work, which is of vital importance to safe operation of trains, since upon their investigation the type of renewal is determined. The investigator must be an experienced man, and when he arrives at the bridge to make a survey he proceeds as follows: Measures up the bridge, giving distances between bents or piers, gets a profile of ground at center line of track, and at each right of way line, gets the elevation of natural ground at each end of bridge, gets a meander of the stream and cross sections of it at controlling points, runs the drainage area if less than ten square miles, and if over gets it from best available map, and finally gets all reliable information on high water from section men, supervisor or natives. This is usually the controlling feature and shows whether the bridge has the proper opening for the drainage area. The object of the investigation is to assemble data from which the size of waterway may be determined; it may be said that the high water mark is the gage by which the size of waterway is governed and type of bridge established.

As a rule it is possible to get visible information from drift or marks on trees or piling, but when none is visible it is surprising how many different marks may be given by as many men. Instructions have been issued from time to time to have the high water mark marked so that anyone could find it, but generally the investigator finds no man-made water mark. After a study of the soil and the amount of cultivated, timbered or pasture land in the drainage area, the results of the investigation are platted and the plat is called the Situation Plan.

The Situation Plan shows an elevation, plan view of the bridge, alignment of tract, the high water mark, the shape of the drainage area with the percent-

ages of various kinds of land on it, a section of the condensed profile showing adjacent bridges, track gradients, towns, mile posts, etc., and a description of the bridge and the year it was built. It also shows elevations of other bridges over the same stream either railroad or highway bridges located upstream or downstream. After the Situation Plan has been platted the question of deciding on the most efficient and economical structure comes up, and often as many as a dozen schemes and estimates have to be made before arriving at a decision. This step in the scheme of renewing with permanent work requires considerable figuring by various formulae, such as Talbots for the smaller areas, Dunns Tables and the U. S. Geological Survey's Data on Stream Flow for the larger areas. There are a great many local conditions on the I. C. and Y. & M. V. which require a thorough knowledge of the country in which the bridge is to be renewed. On Northern Lines we get heavy snows and a rapid run-off during the spring thaws. In the sink hole or cave country of Kentucky another condition exists, while in the sub-tropical country of Louisiana and Southern Mississippi, a rainfall of four inches in 24 hours is not uncommon, and within the past year at Memphis a rain of eight and one-half inches was recorded. From this it is readily seen that the ordinary highwater mark is the governing condition for each particular bridge. Where drainage area is wooded, it is the practice to put the new low iron or bottom of slab one foot above high water mark, because the wooded area will probably be cleared before the life of the permanent structure is ended and in that case the run-off is much more rapid and a larger waterway is needed. It is not our practice to design bridges of a size sufficient to take care of cloudbursts, since these occur but rarely, and no opening of a reasonable size would prove large enough to prevent washout.

We now have the type of structure decided upon by the Engineer of Bridges and four copies of the Situation Plan are sent to the General Superintendent



to be forwarded to the Division Officials for approval; they approve the plans, or state objections, and return them to the General Superintendent for approval, who then returns them to the Engineer of Bridges. Upon receipt of the signed Situation Plans, they are sent to the Engineer Maintenance of Way with detailed estimates and alignment maps, and working profiles of the track for two miles each side of the proposed bridge. If the high water mark indicates that the bridge should be raised, the raise in grade is marked plainly on the profile as well as the Situation Plan. If the Engineer Maintenance of Way approves the plan it is sent to the Chief Engineer for his approval, if not, it is sent back with his criticisms and instructions. If it then meets with the approval of the Engineer Maintenance of Way and Chief Engineer, the Bridge Department draws up the necessary plans for the approved type of renewal.

Falsework plans are then sent to the Division for their approval, and when signed by the Supervisor, Roadmaster, Superintendent of Bridges and the Engineer of Bridges, the falsework may be driven after a work authority has been issued by the Engineer Maintenance of Way.

The detailed plans for some of the bridge renewals often take months to work up, and in the case of the Kankakee River Bridge it took one year's work to complete the plans. After detailed plans have been worked up order for the steel is placed and this usually means a further delay of three to six months, before material is delivered.

In the renewal with a concrete pile trestle the piling are made at least ninety days before they are driven, and the slabs are made at the Company slab yard at Fulton, Ky. The standard plan is in the hands of the Division people, and all they need is to have the work authority and a plan showing number of panels and necessary falsework. The slabs and piles are sent out by the Engineer of Bridges whose representative, the masonry inspector, sees that the work is properly performed, recording the depth

each pile is driven, the number of blows of the hammer to the last foot of pile penetration, that the caps are made properly and that they set long enough before placing the slabs. This work is usually done by Company force masonry gangs, reporting to the Division Supervisor of Bridges and Buildings, but last year several contract jobs were built. The masonry inspectors report to the Assistant Engineer on Southern Lines or Northern Lines, and they in turn report to the Assistant Engineer of Bridges.

So far we have only dealt with the renewal of the larger permanent structures, such as steel spans, arches, concrete boxes and concrete pile trestles. There are a great many other renewals made each year, but the method of getting the data before renewal is different. Each year there are a number of bridges, usually small ones, that have to be renewed, and since it would not be economical to carry them, they are replaced with concrete pipe, then filled and the wood bridge removed, thus reducing the yearly cost of maintenance and also the risk of fire and possible accident. In this type of renewal, that of minor structures, the various Divisions are called upon to furnish the drainage notes, which correspond to the Situation Plan in the renewal of major structures. The Divisions are all furnished with drainage note blanks, which are printed forms made up by the Engineer of Bridges and are really a small situation plan, since they show practically the same data as the larger ones. They show the bridge number, Division, District, kind of bridge, date built, the natural ground a profile of the bridge or embankment, the drainage area, the number of acres of steep, rolling or flat land in the drainage area, and whether it is cultivated or wooded. After the data has been passed upon, the drainage notes, which show the size of opening recommended by the Division Officials and signed personally by the Roadmaster, are sent to the office of the Engineer of Bridges, where they are examined and detail estimates are forwarded to the Engineer

Maintenance of Way, who in turn issues the work authority for the Division to proceed with the work.

It is obvious that in making a permanent renewal it should be large enough to avoid danger of bridge or track wash-outs or damage suits due to overflow. The latter is often the source of many bitter legal contests and the loss of much money to the railroads in costs, salaries, expenses and awards.

It can readily be seen that in renewing a bridge reliable data must be gathered before a logical decision can be reached. It is imperative to send out an experienced man, since the safety of the road is concerned by his report. He should be thoroughly competent and have definite instructions as to his duties and, furthermore, should be taught to get a little more data rather than just enough.

So far only permanent renewals have been considered. There are many more miles of wooden bridges than permanent structures on the I. C. and Y. & M. V. and since they are not permanent they must be renewed every 10 to 20 years. Years ago timber was one of the cheapest forms of building material and could be economically renewed when necessary. That period has passed since the cost of the timber has tripled and cost of labor has doubled. It is not as economical as it formerly was, and many

methods of preserving timber have been introduced. In 1904 an untreated timber trestle 10 ft. high could be built for \$7.00 per foot, in 1920 the same trestle costs \$12.00 per foot. The creosoted ballast deck trestle is more expensive, running from \$25.00 per foot for a trestle 10 ft. high to \$38.00 per lineal foot for a trestle 40 ft. high.

Concrete pile trestle is of recent origin. The first driven on the I. C. R. R. was on the Tennessee Division in 1915. They have been very successful and seem to fill all requirements for a permanent pile bridge. They cost about \$65.00 per lineal foot of bridge.

There is usually no investigation made when a timber bridge is to be renewed with a timber bridge, the length being determined by the Division Officers. In many places drainage conditions have changed since the date of construction and many bridges have been shortened or filled entirely.

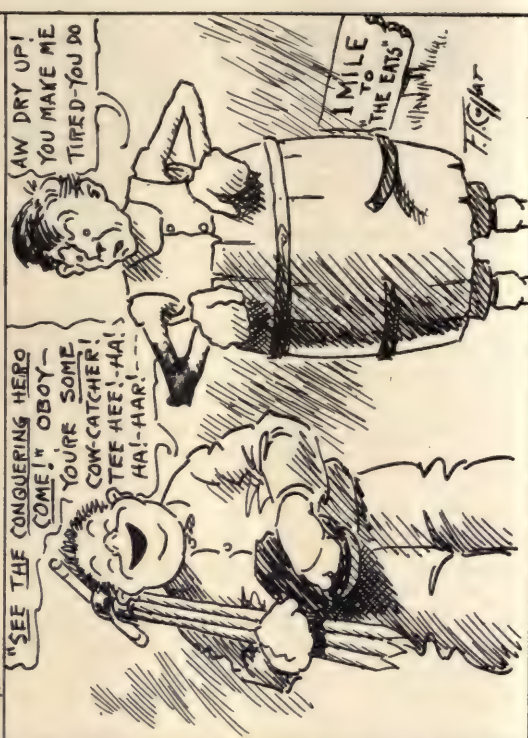
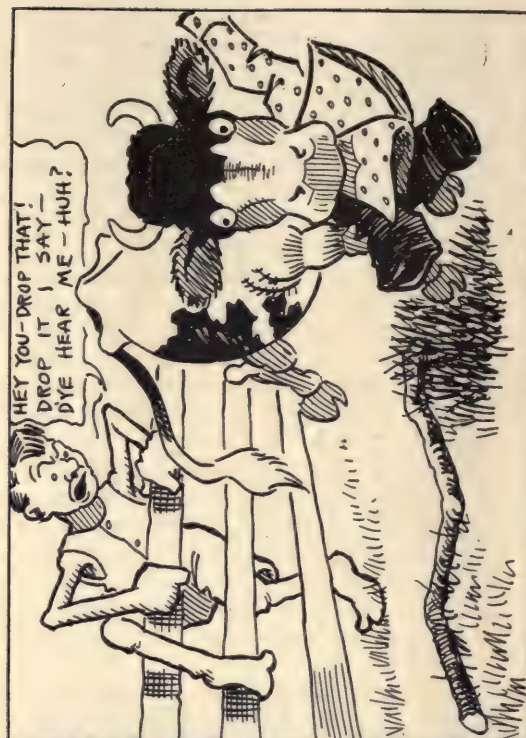
In conclusion we may say that a railroad is no safer than its weakest bridge, and that each and everyone connected with the Maintenance of Way Department should mark the high water mark so that the safety of all trains is assured against a washout due to an unreliable highwater mark secured from some one whose intentions were good, but whose memory was hazy.



Mc Comb



Mississippi



Passenger Department

Little Talks with the Rambler

Notes of Interest
to the Service



In Another Man's Shoes

I think I have mentioned on a previous occasion that my work for the railroad company in the general office did not as a rule call for my going out over the line, but that occasionally I did make little runs where it was thought that a half-hour conversation with the right party would do more to untangle some business knot than would voluminous correspondence. Hence, a short time ago I was making my way home from one of my rare trips when on leaving a station enroute a telegram was brought to me by the conductor. I was somewhat surprised to find it was from the Rambler and sent from further down the line than I was. I did not know that he too was on the road, for I had left headquarters suddenly and did not think to look him up before starting out. His message simply read: "Will meet you at Swan House on arrival eighty-two this evening."

I was on a local train that was due at a certain station about 6 p. m., some three hours ahead of the train from which the Rambler had telegraphed. It was my intent to stop over at the town in which the Swan House was located,

and as his train was due to reach there at about 9 p. m., I could see that the Rambler's idea of wiring me was that I might know that we would be able to thus get together, and possibly make the trip home the next day on the same train. But how the Rambler knew of my whereabouts and where I was to make the lay-over was a puzzle for the moment. Then it occurred to me that he must have made a stop at the same station below that I had, and that the agent there to whom I had mentioned where I was going had advised him; also that the Rambler had referred to the hotel instead of the name of the town on the theory that we both knowing my destination it need not be mentioned. This surmise afterwards proved to be correct.

The Swan House was unknown to me, but on reaching my stopping off place and making inquiries for it I learned that it was not only near the station but was the leading hotel in the town; the latter being of considerable size and importance. I arrived only about fifteen minutes behind schedule time and congratulated myself on that fact, as for

the last hour on the road a storm accompanied by a rapidly lowering temperature seemed to have been overtaking us from down the line, and it occurred to me that before many hours there might be developed a veritable blizzard. So I was glad to be off the train and harbored for the night in a hotel which seemed to be a comfortable one. When I had finished a leisurely supper in its cozy dining room, in which I consumed as much time as was consistent for the business in hand, I found on looking out on to the night from the hotel porch that the storm had developed very rapidly and with increasing coldness. Hence, I was content to go in and attempt to make myself comfortable in my room. I read there for a while until becoming tired I noted by my watch that it was near the arrival time of number eighty-two, so I went down into the office to await the Rambler's coming.

It was there that the proprietor of the house introduced himself and began a friendly line of small talk, we two being alone in the office except for the night clerk who had just come on duty, and who was quietly at work behind the counter on the account books of the house. In the course of the conversation that followed I mentioned that I was waiting for the train, whereas the proprietor said, "Possibly you will not want to sit up when I tell you it is reported two hours late and running through a heavy blizzard, which as you see has got started in first class shape with us. That train is liable to be three hours late by the time it reaches here." "Well," I remarked, "unless I get too sleepily or wearied by monotony I guess I can sit up at least until midnight. My friend the Rambler has wired he would meet me here, and if he is having the experience of a three hours' delay it would be a pity not to compensate his inconvenience by being here to welcome him on his arrival." This last I said in a reflective sort of way, more to myself than to the proprietor, but he got it for he broke out with some animation: "The Rambler! Do you know him?" "Yes. Do you?" "Have known him for

years," was the laughing reply. "So he is coming in on number eighty-two. I must have Sarah get his room ready for him. Guess I had better have a fire made up in it too, for if I know anything about that country through which he is passing and of the nature of the blizzard that it can develop, he is liable to come in cold, tired, and cross—that is for him," he added as a qualification. "You see, if the drifts in the cuts about fifty miles down have amounted to anything by this time, and I expect they have, that train has probably been bucking some already. So between that and the difficulty of keeping up steam in this cold weather the being on eighty-two today will have been tedious to say the least. Besides, on account of steam conditions, the heating pipes in those cars are apt to be at a low temperature before they get through.

"You seem to know all about the movement of that train," I remarked, whereas he laughed and said, "Well yes. You see for one thing it is a part of my business as a hotel keeper to keep in touch with arrivals and departures of trains for the convenience of my guests, and Sam, the station agent here, telephoned me only a short time ago his last information concerning it. I am little surprised however, that he was able to give me what he did, for it is a pretty sure thing that eventually some of the wires will be down. However, he got word through about 5 o'clock."

He had been standing by the huge stove in the center of the office thus far in his talk. But apparently feeling that friendly relations had been established between us he came and sat down opposite me in one of the comfortable arm chairs of the establishment. Stretching his legs out comfortably in the seat of another chair and slightly tilting back the one in which he sat, he continued in a semi-confidential tone, "There is another reason why I am interested in those trains, I ran on them for nearly twenty years as a conductor before I concluded that I would like to try the hotel business. So I naturally keep in touch with what's going on, and am

known familiarly by all the men on the division. As to the Rambler—"he was interrupted in what he was about to say by the outer door of the office being suddenly opened followed by the hasty entrance of a young man. By the cut of his clothes and breezy way in which he requested the key to his room the latter was evidently city-bred. As he started to go upstairs he leaned over the banister and remarked, apparently to the three of us collectively, in a half good natured and half sarcastic tone, "Some town this; out on the street it's deader than a clam; nothing stirring; nothing to do; nothing to see. Frost all over the windows of the few stores that make any pretense of being adequately lighted. It reminds me of the Great White Way—it's so different."

"Ha!" said the proprietor after the young man had disappeared, "he is from New York, I'll bet," and to verify his surmise he went to the register and nodded his head in acquiescence on finding the young man's entry. "Well, I suppose he does miss his Broadway and its bright lights in a place like this on such a night. And that reminds me," he exclaimed with a chuckle as he seated himself again, "of one of those fellows I came across in Nebraska some years ago. Want to hear about him?" Then he began on his being assured that nothing would please me more than to be entertained with anything in the way of a story that he might be able to conjure up; for he had a genial way about him and I was beginning to like him. Besides, what better way was there to kill time than in general talk and companionship?"

"It was this way," he said after lighting a cigar that I proffered him and again tipping back his chair to a comfortable angle. "While on the road I stuck pretty close to business and one year I got a little run down. So contrary to my usual habit I obtained leave of absence for a month's vacation in Colorado. On the way out, when running through Nebraska I spent most of an afternoon on the observation platform. At first there was nobody out there but

the flagman, with whom I got into conversation. It was a particularly hot day in August so that during the early part of the afternoon the most of the occupants of the sleeping and parlor cars were napping as best they might after their noontime lunch. Toward evening however, they began to congregate on the platform, at which the flagman and I made ourselves as unobtrusive as possible, not entering into the conversation of those about us.

"Among the first of the passengers who finally came out was a young man who lost no time in announcing himself as from New York. It was clear to see that he was inexperienced as a traveler, and that he apparently knew very little of any part of the country except that which is illuminated at night by the bright lights of Broadway in his native city. However, he confided that he had determined to see the west and that he had told the boys in his office that the first thing he would do on getting to Colorado would be to go to the top of Pikes Peak and send them back a picture showing him in the act of throwing snow balls at a time when his beloved Broadway was suffering with the torrid heat of mid-summer. But notwithstanding this avowed ultimate aim of his, he was taking in to the best of his ability all that came under his observation en route. He seemed to be particularly interested in visual matters pertaining to the operation of the railroad, and by his talk had apparently come to the conclusion that no one west of his native state knew how to run a "great iron highway." That is, he practically so expressed himself, comparing the single track road over which we were running with the double track system that he had gone over in the first stage of his journey. In short, he was so voluble and so absurdly entertaining in the airing of his opinions and views that he attracted quite a crowd about him, some of the individuals of which jollied him along by pretending to coincide with all that he said; thereby adding to the suppressed amusement of the others.

"As the train sped along it passed through a region where along the right-of-way and on the adjoining prairie were countless numbers of beautiful yellow sun-flowers which seemed to passively attract the attention of the young man from New York. He did not however, deem it worth while to concede any special interest in them until late in the afternoon when the dinner hour had approached. Then it was that he clapped the climax of his foolishness by finally rising from his seat and with a stretch and a yawn remarked as he left them, 'Those dandelions we have been passing so frequently look mighty good to me. Guess I will go in and order a nice mess of them for dinner in the dining car.' When he was out of hearing you can imagine the hearty laugh of the occupants of the platform and their comments on the general attitude of their fellow traveler; someone remarking that perhaps in his home town there was a little three by five patch of grass somewhere in front of a public building in which he had occasionally seen a dandelion flower en route to his beloved Broadway."

An occasional straggler, all of them regular boarders of the hotel drifted into the office from time to time during the early hours of the evening, but without exception, even if they did stop for a minute or two to have a word with the landlord, they seemed to think their beds were the proper places for them. Consequently the landlord and I were practically alone for the entire evening, during which many topics were discussed and constituted our entertainment. Its monotony, if either of us really found it to be such, was once broken as the hands of the clock over the office counter pointed to eleven o'clock, at which time my host took me with him out into the pantry where we had a little bite of something to eat in an informal way. Later, as that same clock face indicated the approach of midnight, it occurred to me to ask the landlord if by my sitting up I was interfering in any way with the routine of the house. "Oh, no. I myself personally wait the arrival of

that train, never mind what time she comes in. There is generally someone to be looked after on its arrival."

In the meantime the storm outside had increased in fury and the thoughts of both of us naturally went out to the train in speculation as to how it was faring in its contact with such unfavorable elements. These thoughts also naturally included the Rambler so that we began to speak of him again. This was interrupted by the telephone, on answering which the landlord came back to me and said, "Well, the wires are still all right it seems. The agent has just telephoned that he has heard from eighty-two and it will probably get in at 1 o'clock. Don't you want to go up and have a nap; I will call you if you want to see the Rambler when he makes his appearance." To this last I demurred, saying that as we had got along nicely so far during the evening I thought it would be a good idea to stick it out together. At this conclusion, although he said nothing, the landlord seemed to be pleased.

So drawing our chairs nearer to the fire, for the night cold had begun to have its effect on the general temperature of the room, he said, "Do you know I am rather curious to see what the Rambler's mood will be when he gets here. He is a man of moods you know—but always good ones. Nevertheless he is sometimes mildly hilarious or full of josh, and at other times thoughtful and perhaps a little more dignified. But he seems to always have himself well in hand whatever occurs. I surely never saw him rattled. But I got so at one time that I could come pretty near guessing by his manner in the evening what experience he had run up against during the day. Oh yes," he answered in response to my surprised inquiry, "he lived here in this house with me for several years. He was stationed here at the time, you know, as Passenger Representative of the road. I will tell you a funny thing that happened once with him here which will illustrate one phase of his character. That is, that he never loses his nerve. This is the story:

"There was a show that came to the town at regular intervals for many years, for it always took well with our citizens. It was rather a large aggregation and went by the name of 'Sol Sims' Supreme Sensation Show, from which you can gather that it was primarily a burlesque. Sol, the proprietor, was a likable sort of fellow, and still has many friends here in the town. As you know, the Rambler is also likable, so it followed that these two naturally got together with the result that the Rambler for several years in succession got the movement of the troupe over his line from here to its next stand, some two hundred miles distant. This notwithstanding the fact that there is a rival line out of here which was constantly striving for the business.

"On one occasion, however, the show was in town at a time when the Rambler was obliged to be away. He knew of its coming, but was forced to leave the matter of obtaining its movement to the agent then stationed here. This latter fact did not worry the Rambler very much, for the agent was not only a good one but the Rambler thought he as good as had the business sewed up anyway, owing to his standing with Sol and his past experience. But through no fault of the agent the rival got in some fine work and secured the movement for the first time. You can imagine the Rambler's chagrin when on his return he learned the state of affairs. He arrived about 9 o'clock in the evening, and as the show was still running with us he lost no time in reaching the theatre and getting in touch with Sol. The latter received him cordially and took him to the back of the left center of the stage, where he told the Rambler to sit with him on a bench that made a part of the stage setting. It being between acts and the curtain down the Rambler thought nothing of where he had been placed and immediately began an animated protest with Sol for contracting to take his company out of town over the rival line. Sol was very sorry, but he had been offered inducements which he could not ignore. If the Rambler would give him the same he

would yet cancel the contract and go the old way.

"As they were thus earnestly talking the Rambler on incidentally turning his head away from Sol was panic stricken to note that the curtain was going up and had already cleared the stage by several feet. He made a quick attempt to run off but Sol grabbed him by the coat and pulled him back down on to the seat, at the same time crying out so the whole house could hear him, 'Stay and watch the game with me, old man!' Now it so happened that when the Rambler had attempted to make his get-away the curtain had gone up sufficiently high for the audience to see enough to understand the little by-play that was being enacted, and it had entirely cleared the two men when Sol yanked his unwilling guest back on to the bench with the exclamation I have mentioned. Of course, the episode created a laugh, especially as the Rambler, having overcome his momentary confusion, boldly answered Sol's invitation to 'watch the game' with him by a hearty, 'Thank you! think I'd like to.' And then, when a moment later those in the house recognized who it was that was being thus played with the laugh was renewed; for the Rambler was pretty generally known by his fellow townsmen. The act was a base ball skit, so as a matter of fact these two on the bench fitted into it very appropriately as spectators.

"When the act was over and the curtain down Sol slapped the Rambler on the back and exclaimed, 'You're a good sport! I've tried to pull that trick off on four or five different railroad men like yourself, but you are the first one who has had the nerve to go through with it. I see the "Clarion" reporter is here, and it's dollars to doughnuts that between us we'll get at least a column write-up in tomorrow's paper. You'll be jollied into a notoriety that will do you no harm in a business way. Me and my show will have to be carried along with you more or less, which will do my business no harm. Besides all that, you will remember I got two good laughs out of it from the audience. Now laughs

are an asset to us people as well as the right kind of newspaper publicity. So I owe you something. This time I can not give you my movement out of here as long as you are unable to meet the other fellow's terms. But I'll more than make it up to you some time.' And he did, the Rambler afterwards told me, and so also did the pair of them get the column write-up in the 'Clarion,'" said the landlord in conclusion of his story.

As he finished he got up from his chair and, going to the stove busied himself with fixing it for the night by shaking it down, putting on coal and adjusting the dampers. As he was doing this we heard number eighty-two whistling down the line, and in due time we also heard it make the station. Shortly after the Rambler put in an appearance, and proved to be the only arrival at the hotel from off the train. The landlord motioned him to put his grip down on the floor, saying that it was so late he had let Jim, the porter, go to bed. "But," he added, "presently I'll show you up myself. After you've had a cup of hot coffee, and a bite to eat if you want it. I have kept the coffee pot on the stove for you. Come on," and he led the way to the kitchen, the Rambler and I following after the former had taken off his overcoat and thrown it over the back of an office chair.

The Rambler's salutation had been cordial and hearty enough on his arrival, notwithstanding which I thought as we sat around the kitchen table that his mood seemed a trifle subdued for him. However, as he drank his coffee he seemed to be making an effort to shake something from his mind; to do which he told us of a happening on the train that he had just left, and which had touched him and others very deeply. "In our sleeping car," he said, "was a little baby girl about eighteen months old. She was pretty and neatly and becomingly dressed. Under ordinary circumstances she would have undoubtedly been a sweet 'little dear.' But she was being carried somewhere by her 'Dada' and was evidently not receiving at his hands the kindly of attention to which she was ac-

customed. She cried almost incessantly, and at times in no perfunctory manner. On the contrary the baby would have spasms of violent screaming that temporarily ceased only from pure exhaustion. The father was patient and as resourceful as I imagine a man in such circumstance knows how to be. But he was haggard and distressed, for in addition to his worry over the child he knew that all the occupants of the car were being greatly annoyed. In fact, this last became more or less evident as the hours dragged on. Of course, the several ladies that were in the car made repeated efforts to take care of the child, but baby would have none of them. She would struggle, scream and go into paroxysms, and holding out her little arms to 'Dadda' would only be pacified on being restored to him. Even some of the men tried in awkward fashion to divert her by whistling, shaking a bunch of keys, patting her, and attempting other crude methods. But their good intents were all to no avail.

"During all this the train was making labored headway through the blizzard so that the time became tedious to those of us on the car, while the latter became none too comfortable as to heat. In short, along towards evening we were all at rather a high tension between these conditions and the distraction of the baby. Then it was that a climax came on another outbreak from the little one.

"In the section opposite me was a gentleman with whom I conversed more or less during the day. He was a rather stout, middle aged man who seemed to be well experienced in the ways of the world, and one who as a rule took things as they came in a philosophic manner. I sized him up as being on the whole a kindly, good natured but very nervous man. Hence, it seemed quite in keeping with my estimate to see him at first watch that baby and his father with clearly sympathetic eyes. His face and little suggestions to the harassed father indicated that he understood and appreciated the situation. In fact, he was one of the men who at one time strove most assiduously to divert the baby from

its little troubles. In time, however, he in common with many others became at first weary and then nervous at the constant crying of the child. At last his nerves evidently became so keyed up by conditions in general and the crying in particular that he turned to me and remarked something petulantly, 'Why in — didn't he bring the mother along to take care of that kid.'

"The remark was but the unconscious escape of a pent up irritation, and not intended to be unkind I am sure. Neither am I positive, was it intended for other ears than mine. But he in his explosion spoke louder than he realized and others heard him, including the father. The latter seemed stunned for a moment, then clasping the child tightly in his arms he went with it and stood over the man.

"'Sir,' he slowly said with intense suppression evidenced in his eyes and voice, 'how would you like to be standing in my shoes? The little one's mother is in the baggage car of this train, in her casket.'

"'Good God, Sir!' exclaimed the man as with tears starting from his eyes he sprang from his seat and fairly tore the child from its father's arms, 'A thousand pardons. I am a father myself.' With a nod of understanding the distraught father sank into the vacant seat and buried his face in his hands.

"Then a strange thing happened," continued the Rambler as after a moment's silence he continued. "That thoughtless man began pacing the aisle of the car with the child, and whether from experience or as the result of a natural gift, or because in his contrition he had

been given a special power, he in an incredibly short time had that baby pacified. So much so that soon after she went sound asleep with her face cuddled down against his neck and her little arms over his broad shoulders."

The Rambler having finished his bit of refreshment in the kitchen we three returned rather silently to the office. On reaching the latter the Rambler seemed to try to regain his usual cheery, joking mood, as if to dispell the pathos of the incident he had related to us. With a little laugh that I thought a trifle forced he said, as standing on one foot he pushed out the other for us to notice, "Speaking of being in another man's shoes, I am standing in another's this minute. You see I had to sleep in an upper berth last night, having boarded the train late in the evening. I was tired, so slept this morning until everybody else was up in the car. On awakening I rang for the porter and asked him to hand me up my shoes. This he did, but on my immediately discovering that he had given me the wrong pair and telling him so, he ducked down on the floor in consternation and began a nervous search for the right ones. Shortly, however, he handed me back the same pair, saying: 'Tse suah sorry Cap'n, but dere ain no odder shoes lef. Recken dat man under you mustah worn yours off. He done left de train at five dis mawnin.'

"Well," the Rambler concluded with a chuckle as he started to follow the landlord up stairs, "I don't know. It might be worse. That other fellow's shoes fit me to a hair and are not half as near needing a new half-sole as mine were."

Notes of Interest to the Service

The opening, December 1st, of the new trans-continental route, says the "Service News" of the Nickel Plate Road, was the cause of a great demonstration by the people of San Diego, Cal., and cannon aboard half a hundred warships of the Pacific fleet, anchored in the bay, thundered a greeting as the engine and coaches of the first passenger train, smothered in flowers and garlands drew into the Union Station, finally marking the completion of the San Diego & Arizona Railway, which, connecting with

the Southern Pacific and Rock Island, opens a new route between lower California and Chicago, and Eastern points.

The new road is 148 miles long and cost about \$18,000,000. It passes through the majestic Carriso gorge where nature never intended a railroad to be built, and across the Imperial Valley, where soil 100 feet deep and perpetual summer combine with irrigation to make the richest farming district in the world.

The S. D. & A. traverses a portion of Old

Mexico, where Esteban Cartu, governor of Lower California, has kept peace for years with a strong hand.

At Hilpass, Cal., it reaches an altitude of 3,657 feet above sea level and near Seeley in the Imperial Valley, it is forty-seven feet below sea level.

In connection with this latest Trans-Continental route the Cleveland Plain Dealer recalls the completion of the first railway across the continent. We quote as follows:

"Somebody suggests that while the 1919 harvest of centennials is being gathered it wouldn't be amiss to recall certain of the semi-centennials as well. Then he cites what he terms one of the world's greatest events, the completion of the first railway across the continent.

"It was in 1869 that the iron rails united the East and West, and completed the long, long trail between the Atlantic and Pacific. It was an amazing piece of work. The Union Pacific, coming from Omaha, had built over 1,000 miles of track in three years. The Central Pacific, coming from Sacramento, had built more than 600 miles in the same time. In less than seven years there had been built 1,775 miles of main track, and the side tracks, stations, water tanks and other necessities.

"Fifty years ago at Promontory Point, Utah, 50 miles west of Ogden, the locomotive of the Union Pacific and the locomotive of the Central Pacific touched noses. It was the end of a marvelous task.

"In one year the Union Pacific gangs, urged on by the Ohio captain of construction, Gen. Jack Casement, of Painesville, had laid 425 miles of track. In one day Gen. Casement's record was seven and three-quarter miles of completed track. In one day the Central Pacific laid a full ten miles. It is claimed that these records, made a half a century ago, have never been beaten.

"Fifty-six years ago today, ground was broken for the Union Pacific at Omaha, Neb., the first trans-continental railway. It was looked upon widely as a wild and extremely hazardous scheme. Rails could be laid across the prairies, but how could the mountains be conquered? Besides the predatory bands of Indians, wantonly destructive, must be reckoned with. Possibly the fact that George Francis Train, widely known through his eccentricities, was one of the chief promoters of the enterprise, had something to do with the popular view of the work. It was Train who threw the first shovelful of earth and launched the project.

The following in regard to change of foreign lines schedules is a reminder of what has already been issued in circular form:

Atlantic Coast Line Railroad: The "Pinellas Special," train No. 95, now leaves Jacksonville, Fla., at 12:01 p. m. instead of 9:30

a. m., and arrives at St. Petersburg at 8:00 p. m., instead of 5:30 p. m. This train carries "Seminole Limited" sleeping car from Chicago through to St. Petersburg. The "Tampa Special" leaves Jacksonville, Fla., at 9:00 a. m., stops at Haines City 2:35 p. m. for connection with new train No. 183 from Haines City to Sebring, and also makes stops in both directions at Plant City, arriving at Port Tampa 5:00 p. m.

Peninsular & Occidental S. S. Company: Steamships of this line now leave Key West Sundays, Mondays, Tuesdays, Wednesdays, Thursdays and Fridays at 10:00 p. m., arriving at Havana 6:30 a. m. the next day. Returning steamships leave Havana Mondays, Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays at 10:30 a. m., arriving at Key West 7:00 p. m. same days. Steamships leave Port Tampa Sundays, Tuesdays and Thursdays at 9:30 p. m., arriving at Key West at 3:30 p. m. Mondays, Wednesdays and Fridays, leaving Key West same days at 10:00 p. m. and arrive at Havana Tuesdays, Thursdays and Saturdays 6:30 a. m. Returning steamships leave Havana Tuesdays, Thursdays and Fridays at 10:30 a. m., arriving and leaving Key West at 7:00 p. m. and 8:00 p. m. respectively on the same days, and arriving at Port Tampa Wednesdays, Fridays and Saturdays 1:00 p. m.

Missouri, Kansas & Texas: The "Katy Limited" now leaves St. Louis at 9:03 a. m. for Dallas, Fort Worth, Waco, Austin, San Antonio and Houston; the "Texas Special" leaves St. Louis at 6:50 p. m. for Dallas, Fort Worth, Waco, Austin, and San Antonio; the "Katy Flyer" leaves St. Louis at 9:03 p. m. for Dallas, Fort Worth, Waco, Austin, San Antonio and Houston.

No one who has stayed cooped up in the comparatively narrow confines of eastern cities and towns realizes the vastness of the West and the big vision which its people develop.

For days at a time I have traveled through a country without boundaries except the snow-covered peaks of the mountain range. As far as the eye could see—a lonely homestead, a few cattle grazing on the hills, or a beautiful mountain waterfall, were the only signs of life except the vastness of Nature.

Is it any wonder that these western folks have a broad vision? Let us cultivate the fine art of looking beyond the narrow confines of our business and get the broader vision of the future.—*The Acorn.*

The fact that most of our agents have the laughing habit is possibly explained by one of the alleged maxims of Mr. Carnegie: "Wealth lessens rather than increases human happiness. Millionaires who laugh are rare."

When a pompous person permits his chest to bulge and says, "You don't seem to know who I am!" he considers it your own fault if you haven't found out that he is as prominent as Fatty Arbuckle or as famous as "Babe" Ruth."—*Chicago Herald-Examiner*.

Men still have ambitions and likes and dislikes,

There are some who see dangers ahead;
But the empty roadhouses that line the long pikes

Are proof that John Barleycorn's dead.

—*Stars and Stripes*.

A portly Dutch woman applied to the post office for a money order to send to her son in the far East. She told the clerk she had left her son's letter at home, but said he was "some place out in China, dot sounds like der noise an automobile makes."

The clerk smiled, and turning to another nearby, he said: "What kind of a noise does an automobile make, Joe?"

"Honk, honk!" the other suggested.

"Yah, dot's it," explained the woman, her face brightening. "Honk honk, dot's der place."

So the clerk made the order payable to Hongkong, and the woman went away happy.—*Exchange*.

The man who sometimes spoke his

thoughts aloud had been more concerned with the things of the world than with things spiritual. One day by chance his hand fell upon a book containing the catechism of a certain Protestant church, and he was soon earnestly engaged in reading the Ten Commandments. For some time he pondered over the "Thou shalt" and "Thou shalt not," which had been forgotten almost since childhood. Then, laying down the book with a sigh, he muttered:

"Well, I've never killed anybody, anyway."

"Do you regard yourself as a capitalist or a laborer?" "Both," declared Mr. Crosslots. "If I can manage to unload a ton of coal into the cellar, I feel like a capitalist. When it comes to getting the stuff into the furnace, I'm a laborer."—*Washington Star*.

"Do you remember where you were in 1910?"

"No. Why do you ask?"

"I was reading today in the paper that it is said that in 1910 one person in every eight hundred in this country was in prison."—*Chicago Herald-Examiner*.

A fine physician Nature is—

She'll cure most all our ills

With air and sun and exercise,

And won't send any bills.

—*The Cheerful Cherub*.



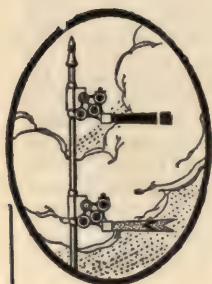
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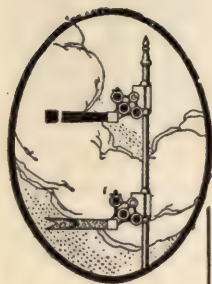
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SAFETY FIRST



"There is nothing men are so fond and withal so careless of as Life." —Bruyere.

"Railroad men live and work on the border of that distant country, and their call to step over is often sudden." —Anonymous.

How true is the above. The reader no doubt recalls several instances in the past year in which friends and perhaps relatives have made the supreme sacrifice, owing possibly to their inability to reasonably exercise caution.

Is it not our duty to ourselves and others to try to prevent these accidents? One word of caution may prevent an accident. We all agree that avoidable accidents can be prevented by being careful. When the Safety of any one is at stake there should be no hesitancy on the part of any one to administer the word of caution.

Courage, enthusiasm and energy are essential to Safety. Courage to do what is right, enthusiasm in your work and energy to do your work.

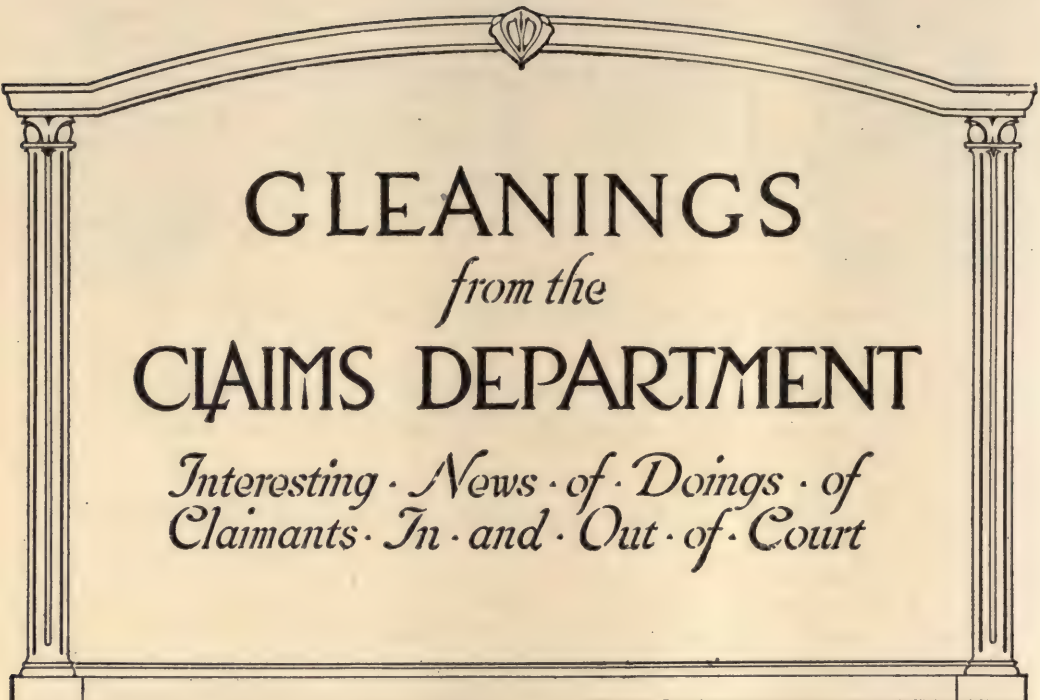
The managers of railroads want their employes equipped with all their endowments, want them as nearly perfect as possible and make every effort possible to keep them in health and contentment.

ALWAYS BE CAREFUL!

Don'ts For Safety Sake

- DON'T leave a baggage or express truck where some one might fall over it and get hurt.
- DON'T let some one indulge in a dangerous practice without calling their attention to the danger.
- DON'T indulge in a practice yourself that is dangerous. Beat the other man to it and watch yourself.
- DON'T let a train pass you without watching for something that might cause an accident. Many serious accidents have been prevented by the prompt discovery of a defect.
- DON'T trust "the other fellow" to look after SAFETY WORK. Do it yourself.
- DON'T get offended if some one should call your attention to a hazardous practice or condition. He has your interest at heart.
- DON'T think that you can keep on forever with that dangerous practice. Some day you will slip and then the damage is done.
- DON'T think of personal injuries from the angle of dollars and cents as is done in loss and damage. Think of human suffering that result from every injury. Then you can't help taking an active part in SAFETY WORK.
- DON'T let a day pass without making a religious effort to do something for the cause of SAFETY.
- DON'T let anybody do more SAFETY WORK than you do. While you may not realize it, the pay—in the long run—it the best you can get.
- DON'T think you have no time to do SAFETY WORK. If you have time to live you can't help having time to do something for this good cause.
- DON'T overlook the fact that maybe the other fellow is feeling just as you do, and leaving somebody else to do his part. If we were to all do this, wouldn't you hate to even anticipate the result.
- DON'T forget that every other division on the system has a SAFETY committee and that we want ours to be the best on the whole system. We can make it that if we try hard enough.

Yours for the prevention of personal injuries. Sub Committee No. 5,
MEMPHIS DIVISION SAFETY COMMITTEE.



GLEANINGS *from the* CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Fifty Illinois Central Funerals

More Killed and Injured in Accidents Last Year Than Were Killed
and Injured During Nineteen Months of the Great War

There were 80,000 men, women and children killed and 250,000 seriously injured in accidents which occurred in this country during the year 1919. This is substantially more than all the deaths and all the injuries of our fighting forces during the nineteen months of the great war.

Everybody in the United States was excited over the war and willing to do anything within reason to end it and stop the bloodshed, but there is a very small per cent of our people excited, or even interested, over the bloodshed caused by accidents.

We feel that we would be accomplishing a great thing if we could arouse the employees of the Illinois Central system in regard to the great importance of stopping the wholly unnecessary bloodshed caused by acci-

dents. A lot of excellent people lost their lives unnecessarily on the Illinois Central last year; "but who were they?" some will ask. Space is too limited to give the names of all, or half of them, or even a quarter of them, but we here refer to fifty unnecessary funerals which took place on the Illinois Central system last year in the hope that these fifty lost lives will be sufficiently impressive to our employees to cause them to become more interested than ever in the grand work of the prevention of accidents on the Illinois Central. The fifty cases are as follows:

ROY L. HARP, Pipe Fitter Helper, June 4th, 1919, Clinton Ill. While attempting to cross track in yard was struck by passenger train.

J. EDWARD JOHNSON, Electrician, December 12, 1919, Burnside Yards, Chicago. While inspecting electric connection on suburban coach, stepped backwards immediately in front of suburban engine.

N. E. BUCHBINDER, Suburban Flagman, temporarily employed as Night Clerk, December 18, 1919, Randolph street, Chicago. While standing under viaduct and close to string of empty coaches being kicked north on track No. 6, he started to walk north toward platform and stepped too close to moving cars.

O. C. LINDQUIST, Conductor, December 24, 1919, near 66th street, Chicago. Stepped immediately in front of engine of north-bound suburban train.

WILLIAM H. WRIGHT, Bridge-man, October 13, 1919, near Golconda, Ill. While removing false work of bridge, with other workmen, one of the bents lying on sloping bank at south end of bridge slid down on him.

CHARLIE COX, Extra Gang Laborer, October 15, 1919, near Corinth, Miss. While riding on hand car, fell backward in front of car. It is thought his hands slipped off handle bar.

GASTANO AIELLO, Hostler Helper, March 17, 1919, 27th street roundhouse Chicago. Alighted from engine on track adjacent to pit, and walked into pit.

JOHN PERKINS, colored Brake-man, May 3, 1919, near Calvert City, Ky. While train No. 151 was slowing down for switch, he left engine cab and climbed down on pilot. A few seconds later train broke in two and he was found dead beneath the cars.

SALVATOR CIRA, Section Laborer, October 8, 1919, near South Water street, Chicago. While crossing between an opening in freight cars, was crushed when other cars were kicked against same.

JOSEPH DINGEL, Bridgeman, November 15, 1919, Galena, Ill. While working with bridge gang, removing false work from under bridge, stringer was pulled from under bridge by means of a derrick, striking Mr. Din-

gel before he could get out of its way.

ROBERT E. STOUT, Switchman, September 7, 1919, Mounds, Ill. While a train was being made up, he stepped in opening between cars, and just at that moment cars were set in against the opposite end of the cut of cars by another switching crew, which closed up the space, catching him between the cars.

W. A. INGRAM, Freight Conductor, August 15, 1919, Valley Park, Miss. While switching on passing track, he got off side ladder of car and stepped on main line track directly in front of a rapidly moving motor car.

WALTER KOEHLER, Switchman, May 18, 1919, Centralia, Ill. Went in between moving cars to open knuckle.

C. B. STOKES, colored Section Laborer, July 20, 1919, Memphis, Tenn. Was struck by employes' train, which was backing, it being claimed that light on backing end of train was poor.

FRED BARTUCCI, Carpenter, May 15, 1919, Randolph street, Chicago. While waiting to board incoming train on north bound track, was struck by light engine on south bound track.

J. O. THORNBURG, Engine Foreman, July 3, 1919, Council Bluffs, Ia. Fell from side of cut of cars being switched in yards.

L. PEGUES, Bridge Laborer, June 20, 1919, near Nonconnah, Tenn. While riding on motor car, same was derailed, it being claimed rail in track was out of line.

CHARLES NEWSOM, Section Laborer, May 14, 1919, Hazelhurst, Miss. While throwing cinders out of intermediate passing track, stepped immediately in front of train No. 8.

L. F. McLAUGHLIN, Extra Conductor, February 26, 1919, Gilman, Ill. While going between moving cars to adjust coupler, his foot slipped and he was killed.

R. J. McNAMARA, Brakeman, January 20, 1919, Kankakee, Ill. While on duty, his foot became fastened in an unblocked guard rail.

LEE CAMPBELL, colored Coal Heaver, February 4, 1919, Grenada, Miss. While standing on passing track, waiting for train to clear, another train backed over him.

JOE BRAZZEL, colored Section Laborer, March 10, 1919, Marigold, Miss. While assisting in repairing crossing over house track, was struck by backing switch engine.

BUNK PERRY, colored Switchman, January 11, 1919, Paducah, Ky. While going between moving cars to uncouple same, stumbled over guard rail and fell under wheels.

CHRIS MITCHELL, colored Section Laborer, October 20, 1919, near Woodstock, Tenn. While working on track, was struck by freight train. Did not heed warning of a fellow workman or signals of train.

WILL HANNON, colored Coal Chute Laborer, December 4, 1919, Harriston, Miss. While working at coal chute, fell from top of same to the ground.

HARRY W. HOLCOMB, Assistant Yard Master, July 31, 1919, Chicago. While stepping in between cars, after making a cut was crushed when cars were moved back to take up slack.

HUBBARD JORDAN, Bridge Carpenter, June 7, 1919, near Bogue Chitto, Miss. Was walking north beside tracks, and as a south bound passenger train approached, ran over to north bound track and was struck by a north bound passenger train. Tracks were straight in both directions from point of accident.

FRANK SWEIDER, Car Inspector, July 13, 1919, Wildwood Yards, Chicago. While on duty, was struck by train.

DAVID H. TROUT, Section Laborer, April 24, 1919, Logan, Ia. While crossing track, was struck by pilot of engine handling train No. 12.

ARTHUR J. CARTAN, Switchman, May 9, 1919, Chicago. While riding on foot board of engine, was thrown from same account foot board coming in contact with rails at railroad crossing.

ALEX THOMPSON, colored Train Laborer, May 22, 1919, Perry, Miss. While on end of empty flat car, brakes were applied causing him to fall off and be run over by forward trucks of car.

IKE STARKS, colored Freight Handler, September 9, 1919, Coahoma, Miss. While working with train No. 91, which was doing some switching, he stood too close to main track, and was struck by north bound passenger train.

LOUIS PHILLIPS, colored Brake-man, and HENRY JOHNSON, colored Fireman, October 27, 1919, Flora, Miss. Caused by head on collision between trains No. 352 and No. 391.

WILLIAM C. WEINBERG, Switchman, March 10, 1919, near Van Buren street, Chicago. While riding on top of car, it is thought he was struck by viaduct.

FRED E. HAYDEN, Engine Foreman, March 24, 1919, Memphis, Tenn. While climbing upon top of car, came in contact with tower of elevator No. 5, Grand Central Station.

A. F. PAGE, Train Master, March 7, 1919, Hodgenville, Ky. While riding on motor car, same collided with H. & E. engine No. 630 which was standing on main track.

CLAD FISCHER, Brakeman, November 2, 1919, near Delaware, Ia. While on tank of engine, came in contact with overhead bridge.

MORRIS J. PURTILL, Engineer. April 2, 1919, near West Lebanon, Ind. While in charge of engine No. 1225, handling train No. 823, pulled cut of West Lebanon thirty-five minutes before leaving time and collided with train No. 892.

JOSEPH SARAFIELD, colored Sweeper, November 21, 1919, New Orleans, La. Attempted to climb between cars in a cut handled by Public Belt engine.

ROGERS GREEN, ALFRED DUGLAS, GEORGE HARRIS, colored Extra Gang Laborers, Baton Rouge, La., April 3, 1919. These men got under car during the noon hour.

evidently for the purpose of playing cards, as a deck of playing cards was found scattered along the track. While under the car, a cut of cars was pushed in against this car.

FRANK McDANIEL, Engine Wiper, December 26, 1919, Centralia, Ill. While walking on track or along side of it was struck by passenger train.

IGNAZIO VALURE, Section Laborer, June 9, 1919, near 64th street, Chicago. While crossing tracks was struck by north bound Michigan Central train. This man could have seen train had he looked.

RASMUS SORENSON, Section Laborer, August 5, 1919, near 62nd street, Chicago. While sitting under car to get out of rain, work train coupled onto same.

MICHAEL FLOOD, Section Laborer, May 3, 1919, 63rd street, Chicago. While on bridge, was struck by north bound suburban train.

WILLIAM McNEELY, Assistant Bridge Foreman, November 4, 1919, near Ruth, Ky. While on motor car, was struck by north bound freight train in Montgomery Tunnel.

CLARENCE E. THOMAS, Conductor, May 18, 1919, near Makanda, Ill. While leaning out too far from side of car for purpose of inspecting brake rigging, was struck by bridge girder.

C. M. SMITH, Engineer, October 27, 1919, near Asylum, Miss. While in charge of engine No. 505, backed into cut of cars on intermediate siding. Torpedoes were placed nine and one-half rail lengths from cars, but engineer failed to stop after striking same.

ALL EMPLOYEES SHOULD DISCUSS THESE CASES

The number of people who are seriously injured and killed by carelessly stepping in front of trams is alarmingly large. In fact, this is the greatest cause of accidents on the railroad.

During the month of December, three very serious accidents occurred in this way on the Chicago Terminal. J. E. Johnson, electrician, was engaged in inspecting electric connection on suburban coach in the yards at Burnside, 7:10 A. M., December 12th. He stepped backwards immediately in front of a suburban engine and was killed. Conductor O. C. Lindquist stepped immediately in front of suburban train at 67th street on Christmas Eve at 5:35 P. M., and was fatally injured. N. E. Buchbinder, clerk, was killed in the same way at Randolph street, 5:30 P. M., December 18th.

Employees in their lodge meetings and elsewhere are requested to discuss these cases among themselves in order to put each other on notice of the great number of accidents that occur by employees just carelessly stepping in front of moving cars, locomotives or trains.

AN ACCIDENT WHICH ALL TRAINMEN SHOULD KNOW ABOUT.

H. O. Thomas, flagman, lost his foot at Tie Plant, Miss., November 15, 1919, in a manner which should be thoroughly understood by all trainmen on this railroad to the end that such an accident may never occur again. The engine of Thomas' train backed into the side track and coupled to a string of cars. After the coupling had been effected, Thomas heard a leak in the air of the train line, and, having located the same, started to put in a rubber gasket. It was night and he told the brakeman to "hold them still" until he got out from between the cars, but the brakeman forgot himself and carelessly raised and lowered his lantern several times. This was what caused Mr. Thomas the loss of his foot. The fireman saw the movement of the lantern and took it for a go-ahead signal and the engine started forward while Thomas was still between the cars.

GOOD FOLKS ON HODGENVILLE BRANCH.

Hodgenville, Ky., January 30th, 1920.
Mr. J. K. Johnson,

Claim Agent, Princeton, Ky.

Dear Sir:—

It is so unusual for people who are injured on the railroad or who have claims of any kind against the railroad to openly admit their own responsibility therefor, that I want to call your attention to a couple of occurrences on the Hodgenville Branch.

Some months ago train No. 522 struck an automobile belonging to Mr. Frances Jenkins, one of our leading citizens, on public road crossing near Elizabethtown, and it cost Mr. Jenkins a nice sum to have the car repaired. He is the kind of citizen who feels that responsibility should be placed where it belongs, and in this instance unhesitatingly relieved the train and engine crew from any responsibility for damage to his car, and himself bore the entire expense of repairs.

On October 5th train No. 522 struck an automobile truck belonging to the Elizabethtown Ice Company, on street crossing in the City of Elizabethtown, and Mr. H. Noe, manager of the ice company, himself another such citizen as Mr. Jenkins, relieved the train and engine crew of any responsibility for the accident, and bore the expense of repairs.

I am proud of the citizens of our community along the Hodgenville Branch line, and it is a real pleasure to deal and be with them, and enjoy their mutual friendship.

Yours truly,

W. D. Morgan,

Conductor, I. C. R. R., Hodgeville,
Ky.

BILL CLEMANS' PANACEA FOR THE GROUCH

Bill Clemans, Claim Agent of the St. Louis Division, with headquarters at Carbondale, is one of the best natured fellows in the world and he is deservedly popular with all who know him. A man who does not complain about the high cost of living at the present time is a wonder and stands in a class by himself. Bill has a monopoly in that class on this railroad. No matter how bad things get to be, Bill always thinks that they might have been worse. No matter how serious his trials and tribulations are, he faces the world with a smile on his face. One day a friend of his remarked in his presence about his fine sunny disposition, and Bill pulled out of his pocket a little piece of paper which was so old that it was almost worn out. It was evident that he had carried it in his pocket a long time. He remarked to his friend that he read the contents of that piece of paper each morning of his life. The contents were as follows:

If times are hard and you feel blue,

Think of the others worrying too.

Just because your trials are many,

Don't think the rest of us haven't any.

Life is made up of smiles and tears,

Joys and sorrows, mixed with fears.

And though to us it seems one-sided,

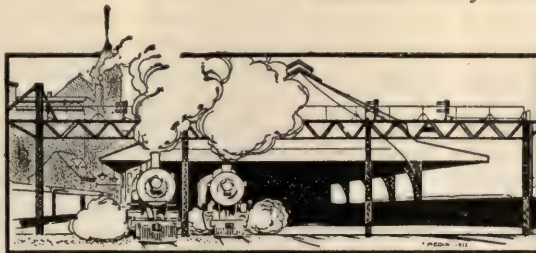
Trouble is pretty well divided.

If we could look in every heart,

We'd find each one has its part,

And those who travel fortune's road,

Sometimes carry the biggest load.



FROM THE LAW DEPARTMENT



UNDERCHARGES—LIABILITY OF CONSIGNEE—In the case of *P. C. & St. L. Ry. Co. v. Fink*, United States Supreme Court, November 10, 1919, it appeared that Fink, the consignee of an interstate shipment, had paid freight charges amounting to \$15 only whereas the lawful charges were \$30. The Supreme Court said:

"The weight of authority seems to be that the consignee is *prima facie* liable for the payment of the freight charges when he accepts the goods from the carrier. See the cases collected and discussed in *Hutchinson on Carriers*, 3d ed. No. 1559. However this may be, in our view the question must be decided upon consideration of the applicable provisions of the statutes of the United States regulating interstate commerce. * * * It was, therefore, unlawful for the carrier, upon delivering the merchandise consigned to Fink, to depart from the tariff rates filed. The statute made it unlawful for the carrier to receive compensation less than the sum fixed by the tariff rates duly filed. Fink, as well as the carrier, must be presumed to know the law, and to have understood that the rate charged could lawfully be only the one fixed by the tariff. When the carrier turned over the goods to Fink upon a mistaken understanding of the rate legally chargeable, both it and consignee undoubtedly acted upon the belief that the charges collected were those authorized by law. Under such circumstances, consistently with the provisions of the Interstate Commerce Act, the consignee was only entitled to the merchandise when he paid for the transportation thereof the amount specified as required by the statute. * * * The transaction, in the light of the act, amounted to an assumption on the part of Fink to pay the only legal rate the carrier had the right to charge or the consignee the right to pay. This may be in the present as well as some other cases a hardship upon the consignee, due to the fact that he paid all that was demanded when the freight was delivered, but instances of individual hardship cannot change the policy which Congress has embodied in the statute in order to secure uniformity in charges for transportation."

LIMITATION OF ACTION—INTERSTATE COMMERCE ACT—WHEN CAUSE OF ACTION ACCRUES—In the case of *Portland Cattle Loan Co. v. Director General*, 55 I. C. C. 597, the Commission said:

"As indicated above, a portion of the alleged unreasonable charges on each shipment was paid in 1912 and the remainder in 1918. Section 16 of the act to regulate commerce provides that all complaints for the recovery of damages shall be filed with the Commission within two years from the time the cause of action accrues, and not after. In *Louisville Portland Cement Co. v. Interstate Commerce Commission*, 246 U. S. 638, it was held that the cause of action

accrues when the freight charges are paid. As full tariff rates must be collected, the charges can not be considered paid until fully paid. The transaction, being indivisible, was not closed, and the cause of action, therefore, did not accrue until full payment was made. *Accrual of Cause of Action*, 15 I. C. C. 201, 204."

TARIFFS—INTERPRETATION OF—TARIFF MUST BE CONSTRUED IN ITS ENTIRETY—In the case of *United Shoe Manufacturing Corporation v. Dir. Gen.*, 55 I. C. C. 253, the Commission said:

"In order to determine if the export rule is applicable on the shipment in question the Commission can not consider only the part of the rule that is favorable to complainant's contention, and ignore other provisions of the tariff that makes clear its application. The tariff must be construed in its entirety considering both the limitations on its title page and the rules contained therein. When so considered it is reasonably clear that the export rule and storage charges named therein apply only on shipments actually exported from the port of Baltimore."

ROUTING—SHIPPERS' INSTRUCTIONS—CHEAPEST ROUTE CONSISTENT WITH INSTRUCTIONS—In the case of *Du Pont De Nemours & Co. v. Cent. R. R. of N. J.*, 55 I. C. C. 243, the Commission said:

"It is settled that when a shipper's routing instructions are incomplete but are consistent with the cheapest available and reasonable route, the carrier must send the shipment by that route or answer in damages for misrouting. *Conference Ruling* 214-C; *Bruner Co. v. S. Ry. Co.*, 40 I. C. C., 549; *Green Bay Specialty Co. v. N. Y. & L. B.*, 50 I. C. C. 237; *Central Pennsylvania Lumber Co. v. B. & S. R. R. Corp.*, 52 I. C. C. 329; *Ferguson Lumber Co. v. L. & A. Ry. Co.*, 52 I. C. C. 486."

FEDERAL CONTROL—RIGHT OF DIRECTOR GENERAL TO DISREGARD CONTRACT RATE—In *Kneeland-Bigelow Co. v. M. C. R. R. Co.*, Mich., 174 N. W. 605, it appeared that the plaintiff, prior to the war entered into a contract with the Michigan Central Railroad Company which provided for a certain rate for the transportation of logs between points in the State of Michigan. This rate was increased by the Director General after he took possession of the railroad of the Michigan Central Railroad Company under the proclamations of the President and the Acts of Congress. The Kneeland-Bigelow Co. sought a preliminary injunction to restrain the collection of the rate fixed by the Director General. The court held that the Chancery Court could not decree specific performance of a contract against a railroad because of the interposition of the sovereign governmental power rendered the contract unenforceable and that it would remain unenforceable so long as such interposition is maintained by vis major. The court said, in part:

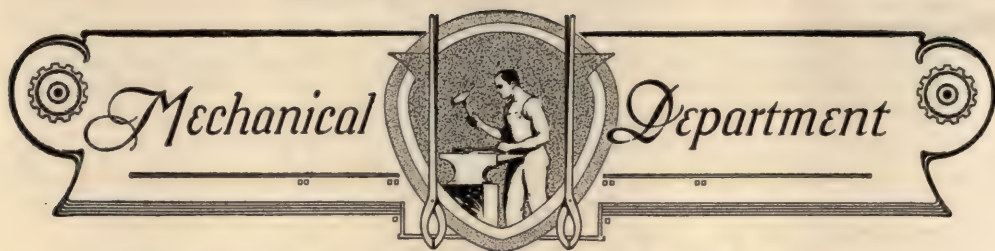
"Their sole grievance is that as a condition of its continued performance they are compelled to pay a haulage price 40 per cent in excess of that contracted for, not to the defendant company or its agent, as its clearly shown, but to the federal government which has taken over the railroad as such in its physical entirety, is and has been since December 28, 1918, through the President and his subordinates acting under authority of federal legislation, in possession and control of defendant's entire system of transportation with all its

property and appliances therefor or relating thereto, and its operating said system of transportation under direction and control of the President, who is authorized to institute and change rates, fares, charges. * * * The defendant company has been ousted from possession and control of its entire transportation system by governmental interference, in the exercise of that war time paramount, and irresistible power of government sometimes termed viz major, or the greatest power of all, beyond any resistance by those against whom it is directed."



The Residential District, Mc Comb, Miss.





The Fuel Inspector and Fuel Economy

By J. O. Craig, Fuel Inspector

Clean coal is one of the largest factors in fuel economy. If no steps were taken to check the output of impurities in coal, it is easy to see that a large increase of fuel would be necessary to overcome the evil effect of the foreign substance in the coal. Why do railroad systems, maintain fuel inspectors? Certainly not for the pleasure of having them on the pay roll, but because they know this department stands as a guard over the coal the company buys for its various uses. To see that this coal is properly prepared, that it does not go in the cars full of impurities, to see that it is screened according to contract, and where it is not screened, to see that the proportion of screenings to lump is not excessive. To see that the weights of this coal are correct, and that the coal is loaded in a manner to prevent its falling off in transit. All of which is fuel economy.

A part of the coal our company buys is higher in heat units than other coals we purchase. It is the business of the fuel department to see that this high heat coal should go to the divisions where intense cold prevails and where it is absolutely essential that the best of coal be had. It would be "fuel folly"

to send inferior coal for locomotive use, to a country where the temperature often goes to 30 degrees below zero. In 1914, extensive impurity tests were made by the fuel department, and again in 1916 this was repeated. The tests were made from the same mines, and the same kind of coal was used in each instance, between the two tests an intense warfare was waged against impurities in coal, and the test of 1916 showed a decrease of one third the amount of impurities the coal contained in 1914 which meant easier work for the fire-boy, and many dollars and cents to the company.

This warfare on impurities has never ceased, the coal the company gets now is much cleaner than ever before. During 1918, the government had special fuel inspectors all over the country, to combat dirty coal, these inspectors covered mines our company was buying from as well as other mines, and so far as I was able to learn, no report of coal with excessive impurities in it from any of our mines was ever sent in to the government fuel board. Clean coal which the fuel department keeps striving for goes a long way toward fuel economy.

Roll of Honor

Name	Occupation	Where Employed	Yrs of Service	Date of Retirement
Charles E. Tracy	Supvr. of Signals	Fort Dodge, Ia.	26	11-30-19
Milton Greer (Col)	Laborer (B. & B.)	Miss. Division	28	12-31-19
Anna Jones (Col)	Coach Cleaner	Jackson, Miss.	19	12-31-19
Thomas E. Calder*	Engineman	Paducah, Ky.	27	10-31-19

*Died December 4th, 1919.

Purchasing & Supply Department

Memphis Storehouse

By G. W. Rice, Division Storekeeper, Memphis, Tenn.

For the benefit of those who have not had the opportunity to visit Memphis Shops and Storehouse in the past two years and note the improvements made during that time, this article and the accompanying photographic views will give a general idea of the new Store facilities. These improvements, however, can only be appreciated by those who can call to memory the old Storehouse and Offices of Division Storekeeper and Master Mechanic, which were in reality a part of the Roundhouse.

A few years ago all Car Department work was transferred to Nonconnah, a few miles from Memphis proper, leaving vacant the mill building, which was 104 feet wide by 155 feet long. After considerable planning, in the fall of 1917, authority was secured to convert this building into a Storehouse and offices, with a suitable file room above the offices. This abandoned mill building provided a Storehouse 121½ feet long by 65 feet wide, with a wholesale room adjoining, 30x33 feet, and a general office for the Supply Department forces, also suitable private quarters for Division Storekeeper, Master Mechanic and Traveling Engineer.

One of the accompanying cuts is of the interior of the Storehouse and shows the shelving arrangements, aisle-ways, lighting, etc. It will be noted that the lower half of the windows along the sides has been bricked in, allowing the benefit of the wall space for shelving. In addition to the light received from these windows the walls are painted with white water paint and with a good sky-

light system, provides sufficient light in the Storehouse to enable the locating of stock without artificial illumination on the darkest days. However, as electric current was available, a system of lighting was installed, as will be noted. This system provides a switch for each individual light, in case needed at night, in addition to the general illumination furnished by two ceiling lights directly over the center aisle-way and the one over the serving counter.

The arrangement of shelving, as may be seen, was planned in such manner as to be easily reached by boys serving the counter—racks being of standard size and material in greatest demand stored close to the serving counter. All racks are elevated about 2½ inches above the floor, being 7 feet 6 inches high, 41 inches in width below the counter and 25 inches above the counter. From the picture, two large racks will be noted on one side of the room, which were built to take care of the storage of such items as tinware, lanterns, lamps, hose, wire and roadway tools, etc., generally found hanging from ceilings, on racks, walls, in aisle-ways or on the top of bins. There is also one large combination rack in the rear in which is stored galvanized and sheet iron, pipe, staybolt iron, cold rolled brass, tubing, etc.

Special attention is called to the bins in the various racks where no strips are used for holding the labels. Markers of tin and cardboard are used throughout the Storehouse, being tacked on the base of the bin, describing the item therein. The stock is arranged according

Portion of Casting Platform



Frog and Switch Platform



Interior, Memphis Storehouse



Iron Rack



Memphis Storehouse

to the stock-book, in section order, which renders possible a speedy check at stock-taking periods or inventory time.

Adjoining the Storehouse there is a platform at car door height, 412 feet long by 24 feet wide, a cut of which is also shown, on which at present is stored all Roadway material. The floor of this platform is the same as that of the Storehouse—creosoted blocks laid on six inches of concrete. It is the hope and intention at some future date to secure authority to construct a platform of equal length and width on the other side of the track serving the present platform, converting the present platform into a locomotive casting platform with a crane at one end to handle locomotive cylinders, driving axles, wheel centers and other heavy items, and use the new platform for the storage of Roadway materials. When this plan is carried out, all Mechanical material handled on the platform will be delivered to Shops by Storehouse labor to avoid the necessity of high-priced men coming to the Storehouse for material. This will be done by means of a cut-down Ford truck, with the required

number of trailers, which is in use at Memphis at the present time. The heavier items will be loaded by crane on push cars, moved to transfer table and into Machine Shop where needed. A portion of the present casting platform now in use is shown in one of the accompanying cuts.

There is still in use at Memphis one of the old style oilhouses, and some day it is hoped to secure oil storage tanks, have them placed in the ground close to the present Storehouse, and Bowser pumps installed near the serving counter in the Storehouse, which will mean that eventually all materials will be grouped together, bringing about a big reduction in handling costs.

The main scrap and reclamation docks are located at Nonconah, where all material suitable for further use is reclaimed, scrap being sorted according to U. S. R. R. A. Classification, and disposed of in carload lots.

Memphis Storehouse handles Mechanical and Roadway material for Memphis Terminal and Memphis Division, together with practically all Telephone, Telegraph and Electrical material for Southern Lines.

Things We Should and Should Not Do

See that empty oil barrels are stored with the bung hole down. This to prevent water getting in the oils.

Stop these steam leaks in pipe lines. It will help the stationary fireman—also the treasurer.

Look after those old screens you have stored away. You will need them next summer.

Don't block window openings. Windows are for light. Leave them open and you will save the expense of artificial light.

Why load heavy material near car door? In transit it may shift, breaking door and possibly causing an accident.

Walk around that cut of cars—don't climb through. It is dangerous.

Keep aisles in buildings, etc., free from material. It will avoid possibility of someone falling over it in the dark.

Make a resolution that you won't be late during the year 1920. It can be done.

Why hurt the other fellow's feelings? It isn't necessary.

Help all you can to avoid an accident. Your assistance to this end is solicited.

Why pile that material so high? It may fall and cause an injury.

Keep scrap moving by reclaiming or shipping to the market. It's worth money.

Cut your telephone conversations short and make them to the point.

Everyone should make a resolution to assist in the prompt release of cars un-

derload with Company material during the year 1920. It must be done! Every available empty car means money in the treasury.

Appointments and Promotions

Effective November 1, 1919, Mr. F. B. Bowes, is elected vice-president in charge of Traffic of the Illinois Central and The Yazoo & Mississippi Valley Railroad Companies, with headquarters at Chicago, Illinois.

Effective November 15, 1919, Mr. M. P. Blauvelt is elected vice-president in charge of Accounting and Treasury Departments of the Illinois Central and The Yazoo & Mississippi Valley Railroad Companies, with headquarters at Chicago, Illinois.

Effective January 13, 1920, Mr. J. M. Chandler is appointed Train Master of the Vicksburg Division with headquarters at Greenville, Miss., vice Mr. H. Fletcher granted leave of absence account of illness.

Effective January 13, 1920, Mr. F. L. Clark is appointed Traveling Engineer of the Vicksburg Division with headquarters at Greenville, Miss., vice Mr. H. Fletcher granted leave of absence account of illness.



Mc Comb, Miss.

Sweet Potatoes





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Jimmy D. and Sweetie Get Well

When Jimmy found that he had actually been the cause of his wife contracting consumption and moreover, that he had been consumptive for years himself, his mental distress and grief were pitable, though somewhat ludicrous and clumsy.

"Gee, Sweet', to think dat I give yuh de 'con'—and all becuz I wuz too bull-headed to listen to de talk-fests yuh wuz allus givin' me."

"Never mind, Jimmy, we found it out in time and can, by care and out-of-door life, get over it—we'll just charge it up to experience."

"Yep, but tink of wat an experiment, experid—well, wotever it wuz yuh said—why, Sweet, I'd give anything to—"

Whatever Jimmy would have been willing to give will probably never be known, because just at this moment the man in the seat across the aisle vigorously cleared his throat and spat on the floor.

Jimmy's face was a study, he looked like a hunting dog "making a point" and a heavy frown gathered on his brow; without any warning other than a sudden tense leaning forward, his hand arose with extended pointing finger at the end and he burst into speech.

"Hey, you'se—cut out dat spittin' on de floor, wot do yuh tink dis is—a cattle train?"

"Were you speakin' to me, young man?"

"Ah, can de cammerfluge—yuh know I wuz and wots more, I gives yuh fair

warnin' dat yuh can't spit on de floor of dis train—not wile I've got me healt' and strength,"—and Jimmy looked fiercely belligerent but spoiled it all with a spell of coughing, brought on by his vehemence.

"Are you the president of this line, young man?"

Just what reply Jimmy would have made is problematic, for most opportunely the conductor came along at this moment, collecting fares, and to him Jimmy unburdened his overcharged feelings.

"Say, Cap', dis gink tinks he is back home on de farm and spits all over de floor—now you'se giv him a good callin' down."

The conductor could not keep from smiling at Jimmy's earnestness, but turned to the man across the aisle and courteously called his attention to the anti-spitting placard posted at the end of the car, reminding him that spitting on the floor was a finable offense. The countryman was much surprised and readily yielding to the politeness of the conductor's manner, promised not to offend again.

Jimmy was about to lean back in the seat, satisfied, when he happened to notice his wife pulling her coat up around her shoulders.

"Say, Cap', tankin' yuh fer de spiel yuh just give his nobbs dere, will yuh ask de porter to close dat place in de roof?" pointing to the ventilator opening overhead, "Me wife's cold."

"There is no draft from that opening, Mister, it only serves to take the bad air out of this car—the air rushing by the outside opening when the train is in motion serves to create a suction force which pulls bad air out and keeps the car ventilated perfectly." And the conductor smilingly passed on his way through the train.

"Whadayu tink of dat, Sweetie—actually learnin' me tings about me own biz."

Night came with the train rushing through the country at its fifty-five mile an hour gait and the passengers making themselves as comfortable as possible in their efforts to catch a few hours sleep. Jimmy D. was drowsily conscious when the train stopped at Omaha but soon after fell into a deep sleep, happy in the feeling that Sweetie and he were rushing towards health and happiness.

Just as the president of the road smilingly offered Jimmy a large roll of bills on a shining silver platter and Jimmy was reaching for them, he was startled into full consciousness by the sound of several staccato "toots" from the engine ahead and then came a terrific crash. He reached for his wife and tried to get his arms around her, but too late—the car overturned and Jimmy was dimly aware of being thrown violently from side to side, meeting with several hard obstacles at every turn and finally getting an awful bump on the head after which he knew nothing.

When he regained consciousness he tried to move but found he could not do so, being firmly held down by a beam across his left arm which gave him severe pain and soon caused him to desist from any efforts to get loose. He heard the sound of escaping steam from somewhere and voices excitedly calling the names of loved ones who could not be found; Jimmy joined in the general uproar with a call for Sweetie, but soon gave it up as he found himself growing strangely faint—that was the last he knew until a voice brought him out of his maze with the question of where he was hurt the worst.

"It's me arm," Jimmy replied, "it's

caught under a beam and I can't move—go round on de odder side and hist de beam a little, den I tink I can make it O. K."

His rescuers followed his directions and soon had lifted him out into the open air, where, to his great surprise, he found it was just breaking day. They carried him over on the grass along the right of way, where he found a large number of other victims of the wreck, some crying and moaning and others laying strangely white and still.

Jimmy managed to raise his head and tried to call his wife but found that he was weaker than he thought and was glad eventually to lie quiet and watch the light growing stronger as the sun came creeping up the eastern sky. Someone near him was murmuring weakly: "I've lost my pocket-book." At which Jimmy could not forbear answering, "Madam, you're lucky not to have lost ye're life."

Just then an old man with white chin whiskers sticking out from beneath a smooth shaved chin stopped beside Jimmy and said in a weak old voice:

"Charley—Charley, have ye come back to me?"

"Nuttin doin,' Santy, I'm not ye're Charley."

"Well, well—yew look enuf like him, son—where are yew hurt?"

"It's me left wing, uncle, and it sure does hurt."

"Too bad my boy, how would yew like to hev me take yew over to my darter's house—its right near here and the relief train won't be along fer som' time."

"Don't give a cuss where de vilets bloom, dere's no place like home," said Jimmy, who was rapidly growing flighty from pain, "give me a thru ticket to Denver—" and he fainted again.

He was awakened by the sound of someone turning the crank of a squeaky old windlass on a well, this sound stopped and Jimmy heard the sound of water being poured into a bucket; nothing had ever sounded half as good to him before and he tried to call loudly for a drink, but only succeeded in mak-

ing a faint sound—it was enough, however, for immediately a sweet faced old lady leaned over his bed and asked:

"Don't you want a drink, my boy?"

"I sure do," replied Jimmy—and was immediately given several swallows of cool water, after which his head cleared a little and he realized that he was comfortably ensconced in a clean white bed, while the sunlight glinted and gleamed through a vine covered window just opposite him.

"Now don't try to talk, my boy, the Doctor has just left and says that your arm is not broken and that the cut in your head will soon heal—all you have to do is to lie quiet and get well."

"Yes, but how can I do dat, mam', when I don't know where Sweetie is."

"Sweetie—Sweetie—why who is that?"

"Dat's me wife, mam', and she wuz hurt in de same wreck as I wuz and if I don't find her—," and Jimmy broke down and weakly began to sob, trying manfully to cover it up by swearing.

The white haired old lady bustled to the door and called her husband, evidently telling him what Jimmy had said, for the old man replied in an undertone, "There's a sight of folks killed down there, mother, but I'll go back and find out what I can—what did you say her name wuz?"

"Why, to be sure, father I never even asked."

Jimmy D. heard the low voiced conversation, however, and immediately called out, "Mrs. Amanda Melvina Caruthers, and fer Gawd's sake hurry."

The old man departed at once and it seemed to Jimmy that he never would come back; the sun sank lower and lower and so did Jimmy's heart, for all he could think of was that Sweetie—his ol' pal Sweetie, had been killed.

Then he heard the sound of wheels driven along a gravelly road, they stopped in front and a voice—the sweetest voice in the world to Jimmy, said: "In here, Mrs. Worthington?"—and in rushed Sweetie, her dress soiled and torn and a bandage around her head, but alive and smiling.

It seems that when the crash came

and the coaches overturned, she had been imprisoned beneath two seat cushions and aside from a cut on her head, was not hurt. She had been among the last to be released and so had missed seeing Jimmie being carried to the farm house. When the relief train came, they had urged her to let them take her back in it, but she had resolutely refused and had started inquiries as to anyone being carried away from the wreck, shortly discovering that a young man had been carried over to the nearby farm house. Just then Jimmy's old protector had stepped up to her and asked if she was Mrs. Jimmy Caruthers, whereupon no time had been wasted in getting over to the farm house and—Jimmy.

The old lady, whose name was Worthington, soon had Sweetie in some of her clean clothes, her hair done up and seated at the table with a good breakfast in front of her; to this she had done ample justice, during which process Jimmy had dropped off to sleep again, his mind at rest and his worries over.

A week made great changes and Jimmy was able to sit out on the porch and weakly walk around, but with a fine appetite and plenty of Mother Worthington's excellent food to satisfy it. Then, one fine clear morning the question of the future was taken up, Mrs. Worthington protesting and Sweetie insisting.

"You see, Mother, Jimmy and I were on our way to Denver to regain our health and it won't do for us to stay any longer than we have to."

"Can you young folks find health any quicker in Denver than right here in Western Nebraska, where you have a whole farm at your disposal, plenty of good butter, milk and eggs which your doctor said you should have in abundance and father and I just keen to have you stay and help us?"

"Yes, but Jimmy can't do anything yet—he's too weak."

"Yes, but it won't be long before he will be strong again; his arm does not hurt him now and I actually believe he is getting fat."

"Well, if you will allow Jimmy and I to do the work—all of it, mind, you, for our keep, I will most thankfully accept, because we haven't got such an awful lot of money and your offer would be a great help."

"Me, mum, I wuz raised on de farm and wud be tickled strait up to stay here and do de hul dam—"

"Jimmy—"

"Scuse me, mum,—I mean all de work witout de damn."

The old lady laughed in spite of Sweetie's horrified look of admonition at Jimmy and said,

"You grow to look more like our boy every minute—and you swear exactly like him."

So Jimmy D. and his wife, at the end of another week, were doing the work about the farm and sleeping outside in a little wall tent, inasmuch as the farm house was not big enough to accommodate them all.

They got up at four-thirty every morning, did the chores, milked and fed

the cows and after an ample breakfast, Jimmy D. went to work in the fields, where by noon, he had cultivated an enormous appetite and satisfied it with an ample dinner. When night came, they were in bed and asleep by eight-thirty.

Six weeks of this life produced considerable change in Jimmy and Sweetie, for they got brown as berries, gained several pounds in weight and, best of all, coughed but little.

One night, in the tent, just before blowing out the light, Jimmy said, "Can yuh beat it, Sweetie, here we wuz wrecked and hurt, picked up by dese two old folks and given de time of our young lives—and it turned out to be 'de Doctors orders' after all."

"Yes," replied Sweetie, "we get our milk and eggs, our out of door life and exercise under the best possible conditions and already we are better for it all—I tell you, Jimmy, we've got a lot to be thankful for."

"You've said it, Sweetie," said Jimmy, as he blew out the light.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Warren, Ill., December 21, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
I. C. R. R.,
Chicago, Illinois.

Dear Doctor:—

I am writing you this letter to advise you that I have now fully recovered from my operation about two months ago and that I am feeling better than I have for three years.

I am very thankful to the Hospital Department for the excellent services given me while at the hospital, and can recommend the Illinois Central Hospital as one of the best departments connected with this Company, and every employe should be a contributor to the hospital fund.

With kindest regards for the Hospital Department and all its members, I am,
Yours very truly,

(Signed) L. E. Anschutz,

Agent,
Warren, Ill.

Louisville, Kentucky, December 23, 1919.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago.

Dear Doctor:—

I wish to express my appreciation for the unexcelled care and kindness which I received while a patient at Illinois Central Hospital, Chicago, during the month of November, 1919. All the possible care that was required was given to me; likewise the best of attention was rendered by the attending corps of physicians and nurses in charge.

Yours respectfully,

(Signed) C. J. Lamb,
Yard Clerk,
Louisville, Ky.

CASUALTY STATEMENT.

November, 1919.

Divisions	Employees	Casualties	Number of Casualties Per 100 Employees
Indiana	1,978	3	.151
Kentucky	4,899	11	.224
Illinois	3,211	11	.342
Springfield	2,221	8	.360
Memphis	2,153	21	.975

Meritorious Service

CHICAGO TERMINAL

Section Foreman Jos. Lamonica, Twenty-sixth Street, Chicago, Ill., has been commended for action taken when accident occurred on Track No. 7, at Twenty-seventh Street, January 16th, where Michigan Central caboose did not clear northbound suburban Track No. 6. Promptness undoubtedly prevented possible accident.

Conductor E. A. Dahlin on Train No. 273, December 22nd, declined to honor 60-ride monthly commutation ticket on account of being in improper hands and collected cash fare.

ILLINOIS DIVISION

J. A. Broom, Champaign, Ill., has been commended for discovering and reporting broken rail in northbound track November 14th. Section foreman was notified and arrangements were made to remedy defect, thereby preventing possible accident.

Conductor M. B. Cavanaugh, on Train

No. 23, December 3rd, declined to honor card ticket, on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor R. W. Carruthers on Train No. 505, December 8th, and Train No. 126, on December 19th, declined to honor card tickets, on account of having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor J. P. Mallon on Train No. 25, December 15th, declined to honor card ticket on account of having expired.

Conductor J. A. Hitz on Train No. 31, December 26th, lifted local ticket from passenger who admitted having previously received transportation thereon, and collected cash fare.

ST. LOUIS DIVISION

Conductor W. C. Walkup on Train No.

24, December 8th, declined to honor card ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

SPRINGFIELD DIVISION

W. H. Rooker, Pawnee Junction, has been commended for discovering and reporting broken beam on Train No. 54, January 10th. Train was stopped and defect remedied, thereby preventing possible accident.

MINNESOTA DIVISION

Carl Nemuth has been commended for discovering and reporting broken rail on Mile C-64, December 27th. Arrangements were made to have repairs made, thereby preventing possible accident.

KENTUCKY DIVISION

Conductor W. Y. Hansbrough on Train No. 10, December 15th, declined to honor card ticket on account of having expired and collected cash fare.

Conductor F. P. Coburn on Train No. 822, December 28th, lifted trip pass, on account of having expired and collected cash fare.

Conductor D. Carroll on Train No. 431, December 31st, declined to honor local ticket on account of having expired and collected cash fare.

TENNESSEE DIVISION

Conductor J. A. Numer, South Yard, Paducah, Ky., has been commended for discovering and reporting brake beam dragging on Extra 1654, north of Mayfield,

January 15th. Arrangements were made to have defect remedied, thereby preventing possible accident.

Conductor J. P. Gregory, passenger station, Fulton, Ky., has been commended for discovering and reporting forward pair of trucks under New York Central 70812, about middle ways of car, January 21st. Arrangements were made to have defect remedied, thereby preventing possible accident.

Engineer C. E. Siler, Jackson, Tenn., has been commended for discovering and extinguishing fire on bridge at Froogmoor, December 29th. This action undoubtedly prevented property loss.

Flagman J. C. Monroe, Mounds, Ill., has been commended for discovering and reporting broken rail in northward main north of Arlington, January 5th. Arrangements were made to have track repaired, thereby preventing possible accident.

Conductor S. E. Matthews on Train No. 10, December 4th, declined to honor local ticket on account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor G. P. Kinkle, on Train No. 2, December 31st, lifted Drivers' ticket on account of being in improper hands and collected cash fare.

LOUISIANA DIVISION

Conductor L. E. Barnes on Train No. 5, December 2nd, lifted going portion of trip pass on account of returning portion being missing and collected cash fare. On Train No. 5, December 18th, and 20th, he lifted 30-trip family tickets, on account of having



DAIRYMEN'S CONVENTION, McCOMB, MISS., NOV. 9, 1917.

expired and collected cash fares. On Train No. 4, December 23rd, he lifted annual pass on account of being in improper hands and collected cash fare. On Train No. 5, December 26th, he lifted employee's term pass on account of being in improper hands and not good for passage in territory in which presented. On Train No. 5, December 26th, and 28th, he lifted term passes, on account of being in improper hands and not good for passage in territory in which presented. On Train No. 5, December 30th, he lifted trip pass on account of being in improper

hands, and collected cash fare.

MEMPHIS DIVISION

Conductor E. S. Sharp, Train No. 331, December 22nd, lifted term pass on account of being in improper hands and collected cash fare. On Train No. 332, December 21st, he lifted term pass on account of being in improper hands and collected cash fare.

Conductor J. S. Lee, Train No. 434, December 24th, lifted annual pass on account of being in improper hands and collected cash fare.

Division News

GENERAL OFFICE

Auditor of Station Accounts

The mid-winter season is here and as usual has brought us that "beautiful snow" which has carpeted the earth with many magnificent crystal designs. An artist or a poet could forever live within its reflection. Why not all enjoy the present that is now within our range of vision.

During the first month of the Leap Year, thus far there are many manifestations of the power or license given our gentler sex to aspire to their high calling of being able to display a diamond ring. A few in our office might be mentioned: Misses Clara Kruger, Hortense Cohn, Helen Cowles, Katherine Treasy and Mollie Melillo. There are a few more left, but will refrain from personal mention until the robins begin to sing.

During lunch time fashions for the coming season seem to be the main topic of conversation among the groups of young ladies. Special feature style magazine showing the very latest designs was found on a desk. According to its designer a remarkable change in the extreme of unconventional dress is noted.

We regret the absence of our chief clerk, Mr. S. J. Lawshe, who has been laid up with the "flu" and at the same time his wife was also ill.

In the December issue appeared the names of our employes now in service holding service medals. Through an oversight the name of J. J. Hesler was omitted from this list. He is one of our general traveling auditors, and for the past three weeks has been engaged on special work at Centralia, Ill., for the Auditor of Expenditures.

W. J. Conner, general traveling auditor, for the past four months has been engaged on special work under the supervision of the Auditor of Expenditures. He is now back to the "family fireside" looking after our special audits.

O. E. Hulsburg, who has supervision of the department of agents' remittances, also ex-agents' accounts, recently returned from a week-end visit with relatives in Grand Rapids, Mich. He carried a suit case containing many delicious eatables and drinkables.

The students of the Chicago University gave

a dance at their club rooms the latter part of January, and on account of a blizzard that was raging about that time blockading the facilities of transportation, Misses Edna Nelson, Julia Goe and Amy Garvin were sadly disappointed because they could not attend. There were also three young gentlemen who played an important part in this disappointing role.

C. F. Rohrbacher, our uncollected investigator, is not only investigating delinquent accounts for the company, but is also investigating the "H. C. L." and many other minor domestic sciences in view of taking that inevitable step that cupid has designed. His embarrassing moments have long since passed, as the ring and a request for transportation for California, and all other details pertaining to a grand and glorious climax are prerequisite.

T. Y. Dillman, who was employed on special work on a temporary position, resigned December 28th. It is understood he is going into commercial lines and we all wish him success in his new position.

Mrs. Helen Northrop returned from a two weeks' pleasure and business trip in Texas. She reports very favorably in regard to certain oil wells in the vicinity of Dallas. If any one cares to invest in a game of oil, now is the opportune time to get in on the ground floor.

Miss Julia Goe, dictaphone operator, resigned to accept a position in the office of Supervisor of Weighing at Twelfth street. She is a good "steno" and we know she will make good.

Prof. P. J. Ryan is organizing what is known as the "I. C. Social Club." The purpose of same will be to become better acquainted and for a general social time among our co-workers.

At this writing, those that were laid up with that epidemic so called "flu" are D. O'Connell, Mrs. Callarman, Marion Powers and W. T. Hawkins.

A. W. Larson our distinguished clerk on Government shipments remarked that this has become a dreary and very dry country. He is contemplating a trip to Havana, Cuba. Many of his immediate associates will anxiously await his return.

C. L. Hodgden, head clerk, said that a sure preventive for the "flu" would be just to take a sample of his long green Missouri home spun tobacco. It will either kill or cure.

Auditor of Freight Receipts

Miss Margaret Footit has been in the hospital for some time. She is recovering from a very serious operation. When able to travel she will go to California for six weeks' leave of absence.

Miss Mary O'Leary has been laid up at home for two weeks with a sprained ankle.

T. P. McKenna and Miss Pearl Barry were united in marriage and was kept a secret for some time. Like everything else recorded—"all things will come to light and be revealed." They spent their honeymoon in New Orleans. The office force extends congratulations at this late date, and trust their pathway may be strewn with love and harmony.

In order to refresh the minds and visions from the strenuous duties of the office, several of the girls had a matinee party and took in the "Follies." They reported a most enjoyable time, and are now ready to settle down to their regular activities.

One of the important subsidiaries to a railroad office is the proper care of records. For a number of years John J. Enright has had supervision of the records of this department and is deserving a word of praise for his proficient service in systematizing the work in the filing of records. At the present time he has three large file rooms full of records in this building and three rooms at 1252 Wabash avenue. His able assistant, J. W. Doman, has charge of the binding of all these records, doing the stenciling, etc., while Geo. Koepfel, the expert operator at the McBee binding machines, does his work in first-class condition, and it can truly be said that no publishing house in Chicago can equal their work. They do binding of records for Auditor of Freight Receipts, Auditor of Station Accounts and several of the general offices at Twelfth street.

CAR ACCOUNTANT'S OFFICE

Mr. Kilroy, our assistant chief clerk, is spending the winter at Long Beach, Cal. From all reports the surf bathing must be wonderful.

Miss Agnes Burke is studying stage dancing and expects to appear in public at the Illinois Theater some time in February.

Miss Gertrude Murphy, of the Sorting Bureau, has returned to work after having a very bad case of pneumonia.

Miss Francis Freestrom, our pretty blond stenographer, is working hard these days wiring all over the world, even to Japan.

Mr. Stokes, our chief clerk, is planning on buying a Winton Six, which he saw at the Automobile Show. He is very popular at the present time, so you can imagine

what it will be when he gets his purple car with lavender wheels.

Miss Anna Hunt is taking up marcelling so she can magically wave the tags in to the records. Anna was always original in her ideas.

General Office

In a bowling match at the Jackson Park Alleys on Saturday afternoon, January 3rd, the Land & Tax bowling team defeated the team from Assistant Federal Auditor Kimbell's office two out of three games, getting a total of 2500 pins to 2375 for the accountants.

The Land & Tax team think they have the best bowling team in the building and are willing to meet all comers.

The feature of last Saturday's contest was the bowling of "Jerry" Reilly who placed himself in the immortal class of bowling an even 100 in the first half of the Fort Dodge-Chicago match at Fort Dodge on Dec. 21st.

Score of Saturday's contest as follows:

	Land & Tax Dept.			
Enright	157	172	161	490
Coble	168	154	153	475
Riley	185	206	182	573
Reilly	149	162	189	500
Hogberg	131	165	166	462
	790	859	851	2500
	Ass't. Fed'l. Auditor.			
Baily	145	176	192	513
Weakly	171	213	123	507
Beck	142	106	119	367
Krubeck	188	141	154	483
Rau	179	133	193	505
	825	769	781	2375

Mr. O. G. Miller has resigned his desk office of general manager to enter the firm of Ellington-Miller Co., general contractors and builders. Mr. Miller has been with the Illinois Central Railroad for eighteen years, serving in the Accounting Department on the New Orleans, Indiana, Illinois and Iowa Divisions; later as correspondence clerk of general manager.

Mr. J. F. Ellington is also an old Illinois Central employee, having worked in the Engineering Department for several years.

WISCONSIN DIVISION

La Salle, Ill.

Warehouse Foreman M. J. O'Connor spent a couple of the Christmas holidays in Chicago. Marty says the metropolis is still as mysterious as ever.

J. H. Pyszka has resumed his duties in the local warehouse after an extended trip through Pennsylvania. Jack visited several friends and relatives in the vicinity of Doñora and from all indications they treated him royally during his stay.

Gus Gubler put in an appearance with a

brand new hat last Monday morning. There was room for considerable comment as Jess Hurst worked the check room at the clerk's dance Saturday night and he and Gus are quite intimate. Jess incidentally had a new pair of gloves.

Arrangements are being made for the annual bowling match between the I. C. R. R. and the C. B. & Q. bowlers. Joe La Vanway will handle the I. C. R. R. boys this season.

T. F. Barclay, former second trick operator at La Salle, is now located at Lostant. Frank made numerous friends in La Salle during his stay and became quite popular, especially with the gentle sex and was the victim of a farewell party in the form of a shower at the Naroduidom, prior to his departure.

Traveling Auditor P. H. Swain made a short stay with us quite recently.

A large crowd attended the annual dance of the clerks last Saturday night and a good time was reported by all. Chief Clerks Larry Donnelly, of the C. R. I. & P., and William Brown, of the C. B. & Q. were very much in evidence and they certainly made 'em sit up and take notice.

Frank Abbot rather surprised the boys by taking unto himself a wife. Mr. and Mrs. Abbot returned from an extended honeymoon through the South and have taken up housekeeping in La Salle. "Best wishes, Frankie."

Dan W. Malone, of Freeport, was a La Salle visitor recently.

INDIANA DIVISION

R. G. Miller, chief clerk to superintendent, spent a Sunday recently in Carbondale.

C. R. Plummer, chief accountant in office of Master Mechanic Bell, and wife, spent a couple of days in the country near Edinburg, Ills.

F. King, special accountant at shops, and wife, are spending a few days sight-seeing in New Orleans.

R. E. Downing, division storekeeper, was called to Hot Springs, Ark., on account of the death of his uncle.

Wm. Barnes, laborer at store house, was transferred to Transportation department, as brakeman.

Geo. Brunson, accountant in store department, spent the holidays in Bowling Green, Ky.

Gertrude Hasler, stenographer in store keeper's office. Mattoon, spent part of the holidays in Chicago, visiting relatives.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

MINNESOTA DIVISION

Miss Ethyl McNamara, road master's assistant chief clerk, is on a six month's leave of absence, which she is spending in Los Angeles.

Mr. R. H. Heller, who for the past three years has been chief clerk in the division superintendent's office, Dubuque, has been promoted to the city passenger and ticket agency at Dubuque. Mr. Heller was formerly chief clerk to the division passenger agent, H. S. Gray, so he will be going back to his "old love." We are sorry to see Mr. Heller go, but are sure he will enjoy his new work.

Mr. Beyer, formerly city passenger and ticket agent at Dubuque, has accepted a position with the Adams Co. of Dubuque. Everyone will miss Mr. Beyer's sunny smile on "pay day."

Martha Wunderlich, telephone operator, made a flying trip to Waterloo, Sunday, January 10th.

Vivian Brand, of the freight office, Dubuque, spent New Year's day at Clinton, Ia.

Miss Grace Phillips is confined to her home with scarlet fever. W. H. Collings is acting as cashier at the freight house in her place. We all hope for Grace's speedy recovery.

Mr. H. G. Duckwitz, train master, is on a three months' leave of absence.

Mr. R. L. Guensler, formerly secretary to General Superintendent Williams, has been appointed chief clerk at Dubuque.

The division superintendent's office had a dinner dance at the Cafe Moderne Monday evening, January 12th, the guests of honor being Mr. and Mrs. J. F. Beyer. Dinner was served at 6:30 and some dinner it was! Mr. E. C. Russell (chief dispatcher), toast-master of the occasion, called on the following for "After Dinner Speeches:" Mr. J. F. Beyer; Mr. L. E. McCabe, superintendent; Mr. H. G. Duckwitz, train master; Mr. R. H. Heller, chief clerk; Mr. B. E. Gober, yard master; Mr. Eddie Meade, ticket clerk; Geo. Kimball, division passenger agent's clerk; Mr. Callahan, B. & B. superintendent; Miss Elsie Heitzman, chairman of the occasion; Mr. Roy Rodeberg, master of ceremonies; Mr. J. W. Sims, superintendent; Miss Hilda Schwartz, accountant; Mr. Murray, baggage agent; Mr. S. C. Jump, assistant engineer. After hearing what some of the employees had to say about Mr. Beyer, a few outside guests were called upon: Mr. A. T. Wharton and Mr. Dorran, chief clerk at the C. M. & St. P. freight office. Mr. L. E. McCabe presented a beautiful bouquet of red roses to Mrs. Beyer. At 8:30 the grand march was led by Mrs. R. H. Heller and Mr. J. F. Beyer. Serpentine ribbon and confetti were used throughout the evening. Cigarettes and chocolates were to be found in every nook and corner. The Liberty Jazz Orchestra furnished the music. Everyone present had the "time of their lives."

Miss Esther McLaughlin, train master's

clerk, who has recently undergone an operation at Rochester, Minn., is going to Los Angeles to recuperate.

Mrs. Gus Uhr is acting as assistant chief clerk to the road master at Dubuque in Miss McNamara's absence.

Miss Angela Hauptert was confined to her home for a few days on account of illness.

A letter was received in this office from Vernon Hammond, formerly messenger in the superintendent's office at Dubuque, who left the service of this company to join the Navy. He thinks the Navy is the only life, but the sorority girls of San Francisco, entertaining them at dinner parties, probably accounts for this.

A basket ball game and dance was held at Jesup, Friday night, January 16th. A good number attended this party and enjoyed the evening.

It was a great shock to hear this morning, that Mrs. J. F. Beyer suddenly passed away after an illness of only a few days. She was well known by the office force at Dubuque and was beloved by all. Our heart-felt sympathy goes out to Mr. Beyer.

Iowa Division

As You Probably Know, Old Pal

Water is a wondrous blessing,
Good for washing necks and ears,
Just the thing for making rivers
And surrounding ships and piers.
Nice to park beneath the bridges
Swell for making rain and ink,
Water is a wondrous blessing,
But it makes a helluva drink.

By A. I. BENTZ,

Conductor, Waterloo District,

When you're talking of a drink, boys,
You can have your rum and gin
Whiskey, wine, coffee, and chocolate
Let me have a good big tin.
I don't want no beer or cider,
Apple jack or ginger ale.
Let me at a well that's working,
Or cold water in a pail.

KENTUCKY DIVISION

Train Master A. T. Downs and family spent Xmas eve and Xmas day in Evansville with relatives.

Mr. Ray Johnson, of the Chicago office, spent Xmas with his folks in Princeton.

Mr. Smith Stinebaugh, water works repair man, who has been away on leave of absence, has returned and is now back on his job.

Chief Dispatcher Taylor was in Louisville last week on business.

Dispatcher C. E. Gaddie has returned from fifteen days' hunting trip in Louisiana. Mr. Gaddie reports big game.

Operator L. R. Sutton spent Xmas with his folks at Sebree, Ky.

Miss Rubie Dearing, supervisor's clerk, has just returned from the hospital in Pa-

ducah where she had her tonsils removed. Conductor E. G. Hillyard, switchman, K. L. Martin and Thos. Cash are attending court in Louisville.

Traveling Auditor E. E. Troyer and family spent Xmas day with his mother in Huntingburg, Ind.

Road Master Glynn, of Louisville, was in Princeton one night this week on business.

Operator G. R. Newman is on the sick list.

Mr. and Mrs. C. W. Lentz, of Memphis, Tenn., are in Princeton for several weeks.

Dispatcher and Mrs. W. L. Bennett spent Monday in Paducah.

KENTUCKY DIVISION

Happenings of Interest at Twelfth and Rowan Street Local Freight Office, Louisville, Ky.

Mr. James A. Prendergast, inspector of demurrage and weighing, Chicago, visited us on December 16th.

A lecture, delivered December 8th, by Col. J. L. Taylor, assistant to the chief inspector, Bureau of Explosives, was attended by several from this station.

Our cordial friend, Mr. A. J. Mason, agent, at Central City, paid us a brief visit on December 23rd.

Mr. F. W. Smith, member of the Official Classification Committee, New York, gave an address December 9th, in the assembly room of the Louisville Board of Trade, his subject being "Better Packing of Freight." Mr. W. H. Barlett, agent; Mr. E. M. Shaughnessy, chief clerk, and Mr. L. B. Barlett, inspector, Southern Freight Inspection Bureau, represented this station at the meeting.

On Tuesday, December 23rd, a safety meeting was held at Fourteenth and Oak Street Station. Chief Clerk E. M. Shaughnessy attended.

The many friends of our Freight House Foreman Thomas Lynch, will learn with pleasure that he is almost entirely restored to his former good health and is again at his post of duty.

Mr. J. C. Loomis, district manager of the Southern Freight Inspection Bureau here, called on us December 31st.

On December 23rd Mr. E. M. Shaughnessy, chief clerk and Mr. T. Lynch, foreman, attended the meeting at the Board of Trade regarding the marking and packing of freight. The purpose of the meeting was to determine why some of the lines here were rejecting and returning shipments to shippers. It developed that marking and packing regulations were not being observed, which of necessity caused the packages, etc., to be returned by them for proper crating and marking.

Mr. James Ballard, review clerk, was promoted to the position of rate clerk in the billing department. Mr. Allan Bruckert will succeed Mr. Ballard as review clerk.

Mail Clerk W. H. Grantig was promoted to the position of bill clerk, being succeeded by Mr. John Sage.

TENNESSEE DIVISION

Miss Ethel Smith, stenographer, road department, has returned to work after enjoying 30 days' leave.

Miss Jones Irvin, operator, has returned after several weeks' visit in Paintsville, Ky.

Miss Mable Green, agent, Hickory, Ky., is again able to be at work after several days' illness.

Miss Kathryn Rebecca Hodges, agent, Pierce, Tenn., decided dragging the mail sacks around here was too much for her, so she decided to end it all by getting married. The name of the unfortunate one is not known.

Mr. Boone Ryan has resumed his position as stenographer, Road Department, after 60 days' leave of absence. He spent the majority of this time in Mississippi for the benefit of his health. He says Mississippi is far ahead of Kentucky but the climate was not suitable for his health.

Mr. P. M. Roberts and wife spent a few days in Corinth, Miss., last week.

Many friends of Supervisor Purcell are indeed glad to see him out again after two weeks' illness.

Mrs. L. Castleberry and Miss Kathleen Lovier, clerks, Road department, spent New Year's in Paducah.

Supervisor Cox and wife have returned after spending several weeks in Florida.

E. E. Mount and wife spent Sunday with relatives in Bradford, Tenn.

Mrs. W. R. Hales and Miss Lois Covington, clerks, superintendent's office, made a flying trip to New Orleans, La., short time ago.

Ask R. O. Ford, file clerk, what the attraction is on Third street, he takes a walk up Third street last thing at night and first thing in the morning.

Miss Helen White, clerk to supervisor, Covington, Tenn., spent Friday in Memphis shopping.

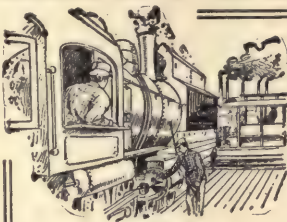
Ray J. Rooney, stenographer, superintendent's office, spent Sunday in Mounds, Ill.

Mr. Walter Mauldin of the accounting department at Water Valley, Miss., paid Jackson a short visit.

Mrs. A. R. Sykes, wife of General Foreman, Jackson, spent a few days in Chicago, shopping.

Messrs. Barclay and Smallwood spent December 10th in Jackson.

Miss Ruby Phillips, cashier at the freight house, is able to be back at work after being quite ill at the Crook's Sanitarium for several weeks.



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Miss Pearl Nourse, daughter of Engineer W. H. Nourse spent the holidays with relatives at Clarksville, Miss.

Mr. R. Finch, engineer on the Cairo district, who has been in Bozeman, Mont., for the past eight months, spent a few days with old friends in Jackson a few weeks ago. We are glad to learn that Mr. Finch is very much improved in health.

Mr. J. R. Cunliffe, engine inspector, is on a short visit to St. Louis, Mo.

LOUISIANA DIVISION

The New Year ushered in many changes in the personnel of the superintendent's office force at McComb.

Mr. W. B. Higgins, who has been our chief accountant for the past twelve months, left us to join the ranks of the auditing department as division auditor.

We were all glad to welcome back as a successor to Mr. Higgins one of our former boys, Mr. J. S. Schwartz, who came to us from Vicksburg, where he was division auditor.

We rejoice in the good luck of Time-keeper W. C. King, who has gone forth to seek "greener fields and pastures new." Here's wishing him much success in his new line of business. Our loss is the commercial travelers' gain.

Our Matrimonial Bureau—otherwise known in the office as the Car Record Desk

—is keeping up its reputation, even if it is leap year. Although the first moon of the New Year hasn't waned as yet, Dan Cupid's arrow hit its mark and this time it was the chief whose heart was pierced. The lucky man is Mr. H. A. Wilmot, one of our accountants. We extend congratulations and wish you both "health, wealth and prosperity."

The Record desk lost a Beulah,

Wilmot gained him a wife,

The Switchboard lost a "Young one"

The Record desk got her for life.

Mr. Robert Vest, one of the "101" accountants, has moved to Fernwood, where he is doing accounting work for the F. & G. R. R. It was not hard to locate the magnet which drew Robert to McComb, but we will have to get the special agent to locate the one in Fernwood.

Miss Katie Browne, clerk to train masters, is figuring with contractors on the erection of a six room bungalow. What's the idea Katie? Are you going to take advantage of leap year? A bungalow might be some inducement to him.

Division officials made annual inspection on a special train of the entire division. The trip was a success. Benefits derived from the tour will be numerous.

G. B. Gouldman recently assigned to the agency at Madison, Miss., has decided that he likes telegraphing better and bid in trick at Canton, Miss.

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Agent L. L. Chambers (Sketer) at Kentwood, La., has been granted leave of absence account of ill health.

One of our oldest agent operators, T. S. Akers, Tangipahoa, La., will return to work this month after having undergone an operation in the I. C. hospital at New Orleans. We are glad to know that the operation was a success. Most of them are in the I. C. hospital at New Orleans.

R. P. McCullough, ticket clerk at McComb, thinks that he can sell more groceries than he did tickets and therefore resigned. He was succeeded by R. J. Barrett of Brookhaven.

McColgan's restaurant is visited quite frequently at noon by J. E. Cope, Jr., and with him is the roadmaster's stenographer. Joe's coming out with the ladies, but it is rather queer that he takes the same one with him on every occasion. Look out Joe, it's Leap Year.

BROOKHAVEN, MISS.

A circular bearing the signature of Mr. T. J. Quigley, giving instructions to several agents on the division to appoint some one at their station to write items for the I. C. Magazine; was quietly placed on a certain desk, with the name of the occupant written across its face. This meant: "You write the items."

A startled look, a sheepish grin, then—"Say, Chief (to the chief clerk) I'm appointed to put Brookhaven on the map, and I shall put you on with it." "If you're go-

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ing to do that, let me see it before you send it in. I want to see what you have to say about me," said Mr. Fisher, our new chief. "Nothing doing, you're too modest, so you might forbid its publication." So here goes.

On January 1st our former chief, Mr. V. E. Hankins, was succeeded by Mr. N. B. Fisher, who is trying to break the records of all former chiefs and make the best one Brookhaven has ever had. This will be a Herculean task, for we have had some excellent chiefs, but we believe he is equal to the occasion.

And what about our agent? Well, he has already been classed with the best agents on the division, and then some.

The personnel of the Brookhaven freight office force is excellent, and the year 1920 is expected to be a record breaker in efficiency and the amount of work done. With our able agent, Mr. J. J. Carruth, to direct affairs and a prompt compliance with all orders by the force, we expect to accomplish much during the year.

Our faithful cashier, Miss Emma Bee, spent a well earned Christmas vacation with relatives in Houston, Texas.

"Say Dick (to Dickens, the ticket agent), let me see your adding machine a minute." "Say, yourself. Buy you one, like I did. I'm using mine myself."

And the correspondent, with all good wishes for the New Year, and a desire to make the news interesting, has decided that

news is liked best for its brevity, and hopes to see you again next month.

YAZOO CITY

From the recent inspection trip made over the division, Mr. H. A. Mercer, on his return to duty at this station, is suffering from having become road-foundered after walking over the entire division and has to stand in the highwater six hours daily, which is in accordance with the doctor's instructions.

CANTON, MISS.

Agent Comfort, Section Foremen Henry and Sims have returned home after accompanying annual inspection party over Louisiana division. They report a most agreeable trip and were very much impressed with the universal interest manifested by the employees of all departments in their work. They take great pride in the division and its staff of competent and obliging officials. Hats off to Messrs. Sauls and Scott for their courteous and "appetizing" handling.

Section Foreman Sheppard, of Gwin yard, seems to be the authority on the inspection train on location on the division of bad tracks. Many foremen are patiently abiding their time for revenge. This Irishman on the night the train tied up at Canton went not to bed but "track walked" all night trying to locate a low joint, missing spike, or defective frog in Canton yard. It was Irish against Irish and Mr. Henry is a master of defense.

The freight office force were glad to see

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so many friends among the inspection party. Traveling Auditor Lawshe and Traffic Service Agent Convery and Claim Clerk Puig are always welcome and we believe they appreciate our efforts towards 100% efficiency. Agent Brent, of Crystal Springs, could find no surplus stationery. He should have known conditions were the same here as at his station. All of the inspection party heard Brent's porter tell him on the arrival of train at Crystal Springs "come on, Boss, everything's been fixed."


Train Masters Campbell and Spangler recently visited us the same day. It is needless to say the yard got a thorough look-over for delayed cars and class "A-B" box cars. While here their mutual friend, Mr. Durfey, treated them to an auto ride, but don't think he was able to sell either one any real estate, although he is most successful in that line.

The freight office force were extremely pleased with the Christmas greetings from former Superintendent Patterson. He was most popular with the employes and has their very best wishes for bigger things. It will be a long time before he is forgotten on the Louisiana division.

The recent change of agents at Ridgeland caused a heavy heart in the ticket of-

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fice at Canton. Ticket Agent Prosser presided over the destinies of Ridgeland agency so long that his face is ever set in that direction. He feels like Ridgeland is his personal property and we sincerely hope next vacancy at that point will not be filled until Mr. Prosser has some part in naming the new agent.

All of Canton employes were sorry to lose Operator Youngblood, who was transferred to New Orleans. We wish him success. Operator Clanton is doing the relief work until Operator Gouldman arrives. Any office is lucky indeed to have such an obliging efficient operator as Mrs. Clanton.

The sympathy of the entire community went out to Switchman John Sutherland and family in the loss of their baby, Arthur Siegell. John made a hard fight to save him, at last resorting to an operation at Jackson. No one has more friends than "obliging" John.

It is not because this is leap year that we predict a new chief operator at McComb, nor is it altogether because she absents herself so often visiting New Orleans, Bogalusa and Jackson. It is really because we have advance information gathered at Allison Wells last summer.

One of the girls in the freight office at Canton continually sings "If You Knock the 'L' Out of Kelly, It will Still Be Kelly to Me," while the other one visits Gypsy camps to ascertain when widowers, or rather a widower, will get serious.

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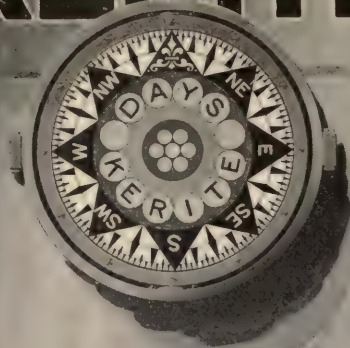
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L. W. BALDWIN.

Mr. L. W. Baldwin graduated in Civil Engineering Lehigh University, class of 1896, and entered the engineering department of the Illinois Central at once.

Served successively as track supervisor, superintendent, engineer of maintenance-of-way, General Superintendent, Southern Lines, Vice-President and General Manager of the Central of Georgia, and in January, 1918, when the United States Government took over the railroads was appointed assistant to Mr. C. H. Markham, Regional Director, Southern Region, with office at Atlanta.

Transferred in similar capacity to the Alleghany Region with office at Philadelphia, Pa., and on the resignation of Mr. C. H. Markham was appointed Regional Director October 1, 1919.

Elected Vice-President, Operating Department, Illinois Central System, March 1, 1920, with headquarters at Chicago, Ill.

ILLINOIS CENTRAL

Magazine

Vol. 8

March, 1920

No. 9

UNITED STATES RAILROAD ADMINISTRATION

WASHINGTON INFORMATION

President Confers with Railway Employes

On February 13, President Wilson, in a conference at the White House with B. M. Jewell, Timothy Shea, and E. J. Manion, made an address to these representatives of the railroad organizations, in which he laid down a course of action which he intended to pursue with respect to the demands of the railway employes for a general increase in wages. The President, in his communication to these representatives of the railway employes, pointed out that the wage question should be disposed of "at the earliest practicable time." He called attention to the fact that any contemplated strike of railway employes at this time would not only work a hardship upon themselves but disturb business conditions generally.

The communication of the President to the representatives of the railway employes follows:

"Gentlemen:

"I address you as the Chief Executives of the largest railroad organizations, which are among the most important industrial democracies in the country. I ask you to bring this message and its enclosure to the attention of your members on all the railroads to the end that they, at first hand, may understand the Government's view as to the present situation. I am confident that with this personal understanding on their part they will see that the position of the Government is not only just to all interest, but is, indeed unalterable, and also protects the interest of the railroad employes. The fundamental theory of labor organizations is that their membership is intelligent and capable of reaching enlightened conclusions, and I think it is of paramount importance at the present time that this great body of American citizens shall have the fullest opportunity per-

sonally to consider the national problem of railroad wages in its national aspect and shall not in the absence of this opportunity form erroneous impressions on the basis of local or fragmentary information.

"I have received two letters on this general subject signed by all but two of the executives to whom this letter is addressed. I have read those letters with the greatest care and have taken them fully into consideration.

"On the 25th of last August, I publicly announced the conviction that a large permanent and general increase in railroad wages ought not to be made upon the basis of the level of the cost of living then prevailing if that cost of living level were to be merely temporary, and I counselled railroad employes to hold their demands in abeyance until the time should arrive when it could reasonably be determined whether that level of the cost of living was temporary or not. They have patriotically and patiently pursued this course and in general have shown an admirable spirit in doing so.

"I then anticipated and made it clear in my public statement that the time for determining whether or not the level of the cost of living was such as to be the basis of a readjustment of wages might not arrive until after the expiration of Federal control and accordingly gave my assurance to the railroad employes that in that event I would continue to use the influence of the Executive to see that justice was done then.

"Federal control will end in sixteen days and in accordance with the policy as explained to the employes, it is now eminently reasonable and proper that I take such steps as will reassure them that their claims will be properly and promptly disposed of. This is all

the more necessary because inevitably the change from Federal control to private control will in the absence of special provision involve delay in dealing with these matters which could not be otherwise than disquieting to the employees.

"I wish, therefore, to announce to all railroad employes at this time that I propose to carry out the following steps:

"1. In the event that in connection with the return to private control provision shall be made by law for machinery for dealing with railroad wage matters I shall promptly use my influence, and so far as such law confers power upon me, I shall promptly exercise that power, to bring about the earliest practicable organization of the machinery thus provided.

"2. In the event that no such provision is made by law for dealing with these matters, I shall employ the influence of the Executive to get the railroad companies and the railroad employes to join promptly in the creation of a tribunal to take up these problems and carry them to a conclusion.

"3. I shall at once constitute a Committee of Experts to take the data already available in the various records of the United States Railroad Administration, including the records of the Lane Commission and of the Board of Railroad Wages and Working Conditions, and to analyze the same so as to develop in the shortest possible time the facts bearing upon a just and reasonable basis of wages for the various classes of railroad employes with due regard to all factors reasonable bearing upon the problem and specifically to the factors of the average of wages paid for similar or analogous labor for other industries in this country, the cost of living, and a fair living wage, so as to get the problems in shape for the earliest possible final disposition. The views of this Board will serve as a guide to me in carrying out the assurance I gave to the employes last summer that I would use the full influence of the Executive to see that justice was done them and will, I believe, be a means of avoiding what might otherwise be a long-drawn out investigation of facts. While I propose to act at once in regard to this matter, and to avoid any delay in doing so, I shall, nevertheless, invite the cooperation of the railroad corporations and believe they will appreciate that it is to their interest, as well as to the public interest, to get these matters promptly settled.

"I am sure it will be apparent to all reasonable men and women in railroad service that these momentous matters must be handled by an agency which can continue to function after March 1st, and therefore cannot at the present stage be handled to a conclusion by the Railroad Administration.

"The accompanying report which the Director General of Railroads has made to me makes it clear that it has been wholly impracticable for the Railroad Administration to dispose of these matters up to the present

time. Not only were the demands for general wage increases necessarily held in abeyance by reason of the policy announced by the Government last summer, but the demands for increases to correct inequalities were so general and far-reaching as to become in themselves demands for general wage increases and were so complex and conflicting that despite continuous application on the part of the Board of Railroad Wages & Working Conditions and the other agencies of the Railroad Administration, the subjects could not be presented for even preliminary consideration by the Director General until the present month, and then in an incomplete form and with a lack of ability on the part of the Wage Board, to reach an agreement growing out of the largely conflicting condition of the data as presented.

"Not quite six months have elapsed since I expressed my belief and hope that the then high cost of living could be regarded only as temporary. This high cost of living (which in some respects has become even higher but in other respects has already begun to respond to the corrective factors which have been and are at work) is the product of innumerable influences, many of them of world-wide operation. In the nature of things these readjustments could not come with rapidity. The campaign which the Government has inaugurated to aid in controlling the cost of living has been steadily gaining in momentum, will continue to be aggressively conducted, and I believe will have an increasingly beneficial effect, and this notwithstanding the fact that some of the most needed remedial measures which I recommended to Congress have not been adopted. However, preparation, consideration and disposition of these important wage matters ought not in my opinion to be postponed for a further indefinite period, and I believe the matters involved ought to be taken up and disposed of on their merits at the earliest practicable time.

"Pending the consideration of these problems by the Director General of Railroads and by me, at least one class of railroad employes has indicated its unwillingness to await a conclusion and has announced its intention of striking. A strike of railroad employes would at any time be highly injurious to the public and particularly at this time would be harmful not only to the entire country, but to the railroad employes as well. Any interruption of transportation will of course have a serious adverse effect upon the industrial life of the nation at a peculiarly critical period.

"Under the circumstances, therefore, I have the right to request and I do request that any railroad labor organization which has a strike order outstanding shall withdraw such order immediately and await the orderly solution of this question. The railroad men of America have stood loyally by their government throughout the war—they must in the public interest and in their own interest continue to do so

during this delicate period of readjustment.

"I believe that every intelligent railroad employee will recognize the extreme importance of continued cooperation with the Government in this matter, and that any other course will prove not only a grave injury to the public, of which railroad labor is such an important part, but a serious blow to the important principle of collective bargaining and will merely delay rather than expedite the just and prompt solution of these important matters."

RAILWAY EMPLOYEES REPLY TO THE PRESIDENT.

On February 14, representatives of the railway employees replied to the communication addressed to them by President Wilson expressing their approval that he had declared that the time had arrived when prompt disposition of general wage increases for railway labor should be made. In their communication, these representatives of railway employees stated that they felt that wages should be adjusted to meet radical changes in living conditions and that the government was morally bound to consider the situation before the railroads are returned to private control.

The representatives of railway labor urged in their communication that the President create by agreement a special tribunal to deal with the wage problem.

"With a full realization of our responsibilities," the communication read, "we have decided to submit to our constituencies the advisability of the creation of a special joint commission composed of an equal number of representatives selected by the railroad companies and the railroad labor organizations signatory hereto by agreement on the basis of the following principles:

"1—Rates of pay for similar or analogous services in other industries.

"2—Relation of rates of pay to increased cost of living.

"3—A basic minimum living wage sufficient to maintain a railroad man's average family upon a standard of health and reasonable comfort.

"4—That differentials above this basic minimum living wage be established giving, among other things, due regard to skill required, responsibility assumed, and hazard incurred; decision of this tribunal to be handed down within 60 days after agreement to establish it, and to be final and binding upon all railroads in the United States and employees whom we represent.

"In compliance with your request that we submit your message and its enclosure to the memberships, we have issued a call for the necessary representatives of the organizations to meet in Washington, D. C., February 23rd, when your letter of February 13th and enclosure, together with the above proposal will be presented to them for consideration and determination.

"Pending this action on our part, we respectfully request that you take necessary steps to place this proposal before the executives of the railway companies, and secure their agreement thereto, so that when our representatives convene on February 23rd, we will be able to place before them a definite basis for final action."

In a letter which he addressed to A. E. Barker, Grand President of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers under date of February 13th, Walker D. Hines, Director General of Railroads, called attention to the fact that the carrying out of the strike order contemplated by the maintenance of way employees would result in a repudiation of their National Agreement and completely nullify the principle of collective bargaining on the part of the organization.

Through an order issued by the Director General of Railroads on February 5, the Division of Liquidation Claims was created, effective on February 15, with Max Thelen as Director. This new division will have jurisdiction over capital expenditures and claims relating thereto and also claims relating to maintenance. On February 15, the Division of Capital Expenditures, of which T. C. Powell, was Director, was discontinued. Mr. Powell resigning on that date to become vice president of the Erie Railroad Company.

On January 27, Director General Hines, addressed a letter to the Chairman of the Three Boards of Adjustment with reference to the handling of grievances which develop prior to March 1. Mr. Hines, in his letter, pointed out that these Boards of Adjustment should continue to receive and hear cases up until February 29 unless word to the contrary was received.

"After the termination of federal operation," said Mr. Hines, "it will still be permissible to hand down decisions dealing with questions arising in and determining the obligations of the government during the period up to and including February 29. It is highly desirable, however, that the Boards concentrate their attention upon clearing up cases already pending so that conclusions can be put into effect before the end of Federal control."

In his annual report for the year ended December 31, 1919 made to Walker D. Hines, Director General of Railroads, W. S. Carter, Director of the Division of Labor, recommended the continuance of the Boards of Adjustment set up by the Railroad Administration even after the end of government operation.

"The work of these boards," said Mr. Carter, "demonstrates not only the advisability of the creation of such boards, but the necessity of their continuance either under federal

control of railroads or thereafter. Where controversies, sometimes of the simplest character, formerly resulted in negotiations extending over months or years," said Mr. Carter in his report, "resulting in strained relations between the officials and the employes, such controversies when not promptly disposed of by officials and employes are referred to Boards of Adjustment for final decision without any personal feeling in the matter."

Mr. Carter's report reviewed the comparatively small number of cases on all the railroads in the country in which difficulties have resulted in unauthorized strikes during 1919, and pictured the work of the Division of Labor in adjusting such controversies in cooperation with other branches of the Railroad Administration.

Continuance of many effective reforms in railroad operation inaugurated under the federal control of the lines was recommended in the annual report for 1919 of W. T. Tyler, Director of the Division of Operation, in his report to the Director General of Railroads. Mr. Tyler recommends that the railroads continue the work of establishing uniformity in rules governing car supply for the various important commodities handled; that the campaign which has been continued now for two years under varying circumstances for the more effective utilization of equipment by heavier loading be continued; that every effort be made to continue and extend the pooling of lake and tidewater coal, the railroads maintaining the necessary organizations at all times to handle traffic so pooled; that arrangement be made to set up, at least in skeletonized form, the organization necessary to control the movement of traffic to and via ports whenever traffic conditions warrant by the placing of embargoes and the issuance of permits.

In a statement issued on February 6 last, the Director General of Railroads called attention to the fact that weather conditions in many parts of the country were worse in December and January than they have been for several years previous, which seriously interfered with railroad operations.

"In spite of these adverse weather conditions," the statement said, "the railroad loaded more traffic in January and December just past than in the preceding years. The total number of cars loaded in the four weeks ended January 24, 1920, which are the last figures available, was 3,322,928 cars, whereas during the same period in 1919, 2,829,444 cars were loaded and in the same period in 1918, 2,619,481 cars were loaded. In the four weeks

ended December 27, 1919, a total of 3,100,972 cars were loaded, whereas in the same period in 1918, 3,004,179 cars were loaded and in the same period of 1917, 3,044,610 cars were loaded."

Walker D. Hines, Director General of Railroads, has addressed the following message to officers and employes of railroads:

"I wish to express to officers and employes alike my gratification in having been associated with them for the entire period of Federal control, and I want to express my sincere appreciation of the service they have performed during that time.

I do not believe there was ever a period beset with more different sorts of difficulties and I think the greatest credit attaches to those who have done the railroad work for the general steadiness they have shown in spite of the world-wide conditions of uncertainty and unrest.

When I became Director General I announced that my policies were fidelity to the public interest, a square deal to labor, with not only an ungrudging but a sincere and cordial recognition of its partnership in the railroad enterprise, and fair treatment for the owners of railroad property and for those with whom the railroads have business dealings. I approach the end of my work with the belief that we have made distinct progress in the promotion of these great principles, in spite of the uncertainty and unrest which have made my task, as well as yours, extraordinarily difficult, and in spite of the physical impossibility of settling with finality the myriads of problems that have arisen.

Let me say, particularly, that my experience has given me increasing belief in the justice and necessity for fair and open dealing between the railroad managements and their employes and for adequate provision to insure participation of both elements in matters in which they are jointly concerned.

I venture the one specific suggestion and hope that both railroad managements and railroad employes will continue in increasing degree to remove causes for misunderstandings and to find additional methods, through closer association and discussion of matters of common interest, for increasing understanding. Many of the difficulties in this world come from a failure to understand what the other fellow really means and what his troubles are, and what he is really entitled to. I believe the greater the development of methods for common understanding in the railroad business, the greater will be the benefits both to the managements and the employes and the better will be the service rendered the public."



ASSISTANT GENERAL MANAGER L. A. DOWNS GOES TO THE CENTRAL OF GEORGIA RAILWAY COMPANY AS VICE-PRESIDENT AND GENERAL MANAGER.

At a meeting of the Board of Directors of the Central of Georgia Railway Company, February 6, 1920, Mr. L. A. Downs was elected Vice-President and General Manager of that company, effective March 1, 1920.

Mr. Downs graduated at Purdue University in 1894. He entered the service of the Illinois Central Railroad Company, Engineering Department, in March, 1896, serving successively as Assistant Engineer, Roadmaster, Assistant Chief Engineer Maintenance-of-Way, and Superintendent of the Iowa, Minnesota, and Kentucky Divisions.

In 1915 he was promoted to the General Superintendency of the Southern Lines. In August, 1917, he was transferred to the Northern and Western Lines as General Superintendent, and in January, 1919, was appointed Assistant General Manager, which position he vacates to assume his new duties.

It is with mingled regret and pleasure that the Management and rank file of the Illinois Central view this change. Regret that one who has been so long in the service, who both as comrade and superior has been so thoughtful and considerate, who with tact and wisdom has been ever ready to counsel and guide, leaves us.

Pleasure, that his great ability has been recognized by those whose duty it is to select the operating head of this closely allied line.

We bespeak for him a cordial welcome by the officers and employes of the Central of Georgia, and predict that when they have come to know him as well as we of the Illinois Central do, they will unanimously agree that in his election the Board of Directors recognized merit.

Mr. Downs is a charter member and director of the Railway Engineering Association; member of the American Society of Engineers; member of the Chicago Athletic Association; member of the Olympia Field Country Club.



Fulton, a city of beautiful residences, bristling with many business enterprises, throbbing with commercial activities and pulsating with the social life of a superb citizenship, nestles sun-kissed and God-favored at the intersection of the two great lines of the Illinois Central Railroad and upon the border line between western Tennessee and western Kentucky. Its central location, surrounded as it is by soil of great fertility, appeals strongly to the man who is seeking the best business and social opportunities. It has a population of 8,000 and ranks with the foremost of the cities of its size in the South.

History

Documents locating what is now the city of Fulton can be traced back to the year 1828, when the land upon which the most valuable part of the city is situated was patented from the Commonwealth of Kentucky to Benjamin Carr. The purchase price of this tract of land was \$80.

The section of country embracing Fulton is a part of what is known as the Jackson Purchase, which included all the territory of Tennessee and Kentucky lying between the Tennessee River and the Mississippi River, and was purchased from the Chickasaw Indians in October, 1818.

Fulton had its first railroad in 1861 when the Paducah & Memphis Railroad (as it was then called) was built at the north line of the State Line Road, opposite where now stands Browder's Flour Mill. The Mobile & Ohio Railroad was built through the county in 1856. Fulton began to grow rapidly after what is known as the Illinois

Central Railroad was constructed in 1874. Fulton was incorporated in 1860 and has steadily grown to its present generous proportions.

The city has numerous gravel paved streets, many miles of concrete sidewalks and hundreds of handsome residences abound in the residence section, and well-built brick structures line several business thoroughfares, where all kinds of merchandise is sold, with shops, factories, mills, etc.

Fulton is within 121 miles of Memphis, 153 miles of Nashville, 192 miles of St. Louis, 406 miles of Chicago, 273 miles of Louisville, 42 miles of Cairo and 31 miles of Hickman and is 300 feet above sea level. It is the distributing point and trading center of a rich and fertile farming district.

The gross yearly receipts of the postoffice reach about \$16,000. During the year 1918 War Savings Stamps were sold, amounting to \$129,540. Seven rural routes center at the postoffice, and the people enjoy city delivery of mail.

There are twenty-one professional men in Fulton as follows: Four lawyers, two eye, ear, nose and throat specialist three dentists, ten physicians, one osteopath and one chiropractor.

Throughout the night a great white way keeps the town light. It is up to date and presents a beautiful and cheerful appearance and is seen and appreciated by the great stream of passengers that continually pass through here on the night trains. It affords opportunity for delightful evening promenades and makes night shopping very popular.



INDUSTRIES, FULTON, KY.

City Hall

Fulton's City Hall is superior in many respects to similar buildings in cities of this size. It is a brick structure 60 by 100 feet, three stories high and cost at the former low prices \$16,000. On the first floor are the offices of the city judge, mayor and chief of police, city clerk and superintendent of the water works, fire department equipment and the city lock-up or prison. The second floor is used for a court room. The third floor is a lodge room, owned jointly by the Masons and Odd Fellows.

auto fire engine with the necessary accessories.

Associated Charities.

This benevolent work became operative about four years ago and since then has accomplished much good. It is governed by well-defined rules which purpose to render aid to worthy cases of charity and at the same time weed out the unworthy and professional beggars.

Banks

Fulton has three strong banks. The Farmers Bank has made phenomenal



Residential Section

Fulton, Kentucky

Publications

Four papers are published in Fulton, one of them a daily. R. S. Williams is manager of the Fulton Daily Leader and Farm Journal. Rev. T. F. Moore is editor of the Baptist Flag. R. T. and Hoyt Moore are managing editors and G. W. Boucher is city editor of the Fulton Wireless Newspaper. The newspapers are enjoying a fine business.

Fire Department

There is here also a most efficient fire department. So efficient is the department in suppressing incipient fires and extinguishing them after they have gained headway, that a low rate of fire insurance prevails. The department consists of a chief and six members. The apparatus consists of an approved

growth in the past few years. It is live, progressive and has earned and merits the name "Busy Bank," which is frequently applied to it. Uniform courtesy is one of the strong features. The bank offers its aid in the solution of its customers' problems. Substantial men own its stock and conduct its affairs.

The City National Bank has resources of over a million dollars and has a capital stock and surplus of over \$140,000. It has more than 2,500 satisfied customers and during the year 1919 extended accommodations to over 4,000 persons. It is one of the strongest financial institutions of the county. W. W. Morris is president; N. G. Coke, cashier, and Clyde Williams, assistant cashier.

The First National Bank holds the distinction of being the oldest bank in the county and is regarded as one of the strongest institutions in the state. L. O. Bradford, the president, was formerly connected with the Illinois Central Railroad, and is one of the best financiers of the state. R. B. Beadles, the efficient cashier, has been a resident of Fulton for 23 years and knows nearly every man, woman and child in the county.

The combined deposits of the Fulton banks will aggregate over a million dollars and the outlook for the banking business is the best that was ever known.

Flour Mills

Fulton has two flourishing flour mills. The Browder Milling Co. during 1919

Tennessee, makes it necessary to organize the schools under two different systems.

The Tennessee schools have one magnificent new building in which all the grades and high school work are conducted under the supervision of a superintendent assisted by seven efficient teachers. The school has eight grades and four years of high school work. There are agricultural, domestic science, domestic art and commercial courses all free to all pupils of school age in the district. They have enrolled to date 390 pupils.

The Kentucky schools have increased in number and interest during the last twelve or fifteen years. Fifteen years ago they had but one building, Carr Institute, in which were taught all the grades by the



shipped to Mississippi and Tennessee \$250,000 of its products. The total sales for that year amounted to \$520,000. The mill was built in 1908 and has a capacity of 150 barrels of flour per day. It also has a complete corn plant for the shelling of corn on the ear.

The Fulton Mill Co. was established two years ago and is equipped throughout with Sprout-Waldren Co. machinery. It has a daily capacity of 60 barrels of flour and 60 barrels of meal and large annual shipments of these products are made.

Fulton City Schools

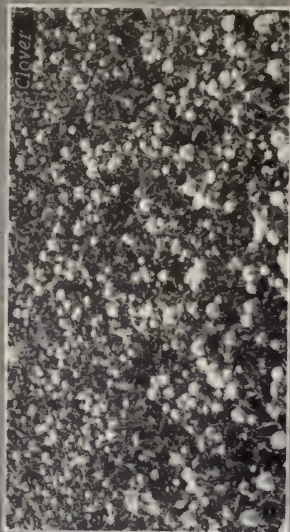
Fulton is well prepared to take care of the educational interest of her citizens. The city being situated in both Kentucky and

Tennessee, makes it necessary to organize the schools under two different systems.

About ten years ago the school was so crowded that an additional building of three rooms was erected over on the East Side of the city just one mile from the Carr Institute building. This relieved the condition for a few years when it was necessary to add four large rooms at the Carr Institute building and one at the new school on the East Side. This provided for a teaching force of twelve grade teachers, four high school teachers and a superintendent. The schools are very much crowded again and the plan is to build just



Corn



Clover



Fulton
Ky.



Tobacco



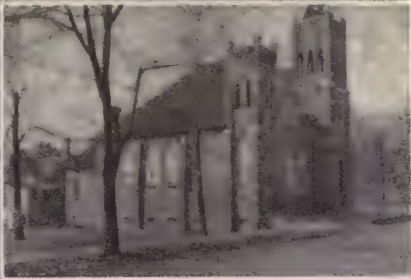
as soon as possible a commodious and modern high school building so as to be well prepared to take care of all the departments now in working order.

The Kentucky schools have for a number of years been on the accredited list of colleges and the graduates have successfully entered twenty or twenty-five of the leading colleges of the country. The course of study has been thorough and of very high grade. The total enrollment to date is about 800 in the two Kentucky schools,

most everything pertaining to the betterment of the city and surrounding country is begun in the meeting of this body.

Every wide-awake merchant in the city holds a membership and the officers boast of a greater percentage of farmer members than any like organization in the state.

The president, Mr. H. V. Parrish, of the Parrish-Buick Automobile Co., is one of the most substantial and progressive business men anywhere, and he is always planning a progressive program for his club.



Churches.

Fulton Ky.



which added to the South Fulton enrollment of about 400, makes a total of 1,200 in the white schools of the city. The negroes also have two schools, one in each state. They have an enrollment of about 300 in the two schools.

Fulton Commercial Club

The Fulton Commercial Club ranks as one of the foremost organizations of its kind in the state. It was organized in 1912 primarily for the purpose of credit protection, but it soon developed a wider and more useful program, and at the present

The secretary, Mr. G. G. Bard, is alert, progressive and awake to the needs of the community. He is a bureau of information as far as the goods of his town is concerned, and any inquiries will receive prompt and reliable information at any time.

The board of directors are of the best business men of the town. They meet at regular intervals and have always got something doing.

Seven very important standing committees are kept as follows: Mercantile, Industrial, Civic, Convention and Publicity,

Traffic and Transportation, Advertising and Good Roads.

The Commercial Club has brought order out of chaos with the merchants; it has promoted diversified farming and introduced better farming methods; it has fostered good road programs on every hand and, in fact, has done everything possible to make this the best community in the whole southland in which to live.

The Commercial Club maintains permanent quarters in the Meadows Block and keeps a stenographer for the convenience of its members. Strangers are always welcome at the club rooms.

There is a lodge of Odd Fellows, Woodmen of the World and Modern Woodmen of America, and their auxiliaries, also located at Fulton.

The Fulton Fair

The county fair association was organized in 1911 and since that time annual fairs have been held at Fulton. The fair grounds embrace an area of 44 acres, situated in the northern section of the city, not far from the railroad passenger depot. The grounds have all the necessary equipment and first-class fairs are held.

Live Stock

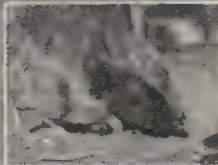
The live stock industry which has already



Cattle



Fulton Ky.



Fraternities

Elk Lodge No. 1142, organized December 29, 1908, with 31 charter members, now has 260 in good standing—made up of some of the best business men and the liveliest young fellows in the city. The Elks Lodge at Fulton is a *real* Elks Lodge, being wide awake to the tune of goodfellowship and to the front with amusements and entertainments. It has often been said that the Elks Lodge at Fulton was made up of the best fellows that can be found anywhere.

There is also a lodge of the various branches of Masonry at Fulton. Blue Lodge, consisting of about 275 members; Chapter 165 Council, 100; Rameses, 72 and the commandery or Knights Templars, 90; Eastern Star has a membership of about 75 and there are also about 75 Shriners whose homes are in Fulton.

attained gratifying proportions in the section around Fulton, continues to grow with ever increasing satisfactory results. Many fine horses, beef and dairy cattle, mules and hogs are produced. There never was a time in the history of the South when there was a better outlook for getting good returns from the raising of live stock. There is an abundance of good grass and clover pastures available for ten months in the year.

In 1919 the following shipments of live stock were made from Fulton: 70 cars of mules, 98 cars of cattle, 14 cars of sheep and 124 cars of hogs.

Poultry Raising

This section is well adapted to poultry raising and thousands of pounds of all kinds of poultry are raised each year, as an adjunct to general farming. Fine opportunities offer to those who wish to prepare

adequately for specialization in this profitable business.

Dairying

Several dairies are in operation near Fulton and fine opportunities offer to operate the business on a more extended scale in the matter of the production of butter and cheese in large quantities. There is a good local demand for good, pure, rich, mild cream and butter. There is a creamery station here which buys and ships large quantities of cream.

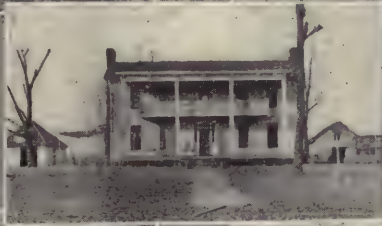
Crops Grown

Tobacco, corn, wheat, oats, rye, sweet potatoes, cotton, strawberries, grasses and every variety and kind of fruits grown in the temperate zone, yield abundant crops

in the section around Fulton, embracing parts of Tennessee and Kentucky, are planted to tobacco. It is for the most part known as "dark" as distinguished from burley. The seed is sown early in the year. After the plants are up several inches they are drawn from the beds and set out in rows, checking as with corn. After gathering the matured plants by cutting they are hung on a stick in barns and cured by wood fires. The tobacco is then stripped of stems and tied in "hands," of six or eight leaves each, when it is ready to be sold. Fulton is the home market for nearly all the tobacco grown in this section, and from 8,000,000 to 10,000,000 pounds are handled annually in the warehouses here. Large



Residences



Fulton Ky.



in the Kentucky and Tennessee sections of the country tributary to Fulton. Hogs, cattle, horses, mules and poultry are raised in considerable quantities. Alfalfa, whip-poorwill peas, cow peas, soy beans, etc., grow prolifically. This section is well adapted to diversified farming, which should be more generally encouraged as creating conditions which would appeal strongly for the safety of the community if a crisis should seem imminent.

Tobacco the Principal Crop

About 12 per cent of the lands in cultiva-

quantities of tobacco are sent from here to various European countries, those countries being represented by local buyers who purchase direct from the growers.

Up to the time this article is written only a limited amount of this season's crop has been sold, but the market opened a short time ago with tobacco at a good price, ranging from \$10 to \$35 per hundred pounds. Lugs are principally the ground or inferior. Leaves have been selling this season from \$10 to \$15 per hundred. Leaf tobacco, known as the better grade, has

been selling from \$20 to \$35 per hundred. At these prices this tobacco crop will bring to Fulton and vicinity around \$2,000,000. After the crop is gathered it is hauled to warehouses, where it is graded and packed in hogsheads containing about 1,600 pounds. The crop is sold to dealers usually from the first of November to the first of May.

The annual shipments of tobacco amount to more than 500 cars, or over 8,000 hogsheads.

Rainfall

There is good precipitation when most needed. From the first of April to the end of August the rainfall averages 16.5 inches. Within this period the crops are grown and this timely precipitation for the tiller of the soil is happily and imperatively beneficial.

Good Roads

Fulton is situated right at the intersection of two of the main highways of the United States, the Mississippi Valley Highway, formerly known as the Burlington Way, and the Jefferson Davis Highway. The former highway leads from Duluth, Minn., to New Orleans, La., and is soon to be constructed of hard surface material and will probably be one of the military highways of the country.

Fulton County's road machinery is motorized and of the best type—thus insuring the dirt roads of the county to be kept in fine condition. A special road tax of 20 cents has recently been voted by the citizens, and it will only be a few years till all roads leading out of Fulton will be hard.



The farmers are one of the most prosperous classes, because these conditions make for abundant and luxurious crops.

Climate and Health

The climate in the section in which Fulton is situated partakes of the southern elements and is unusually mild and invigorating. The normal mean temperature for the year is 50.3 degrees and for December, January and February is 20 degrees above zero. June, July and August have a mean temperature of 75 degrees. The health conditions are excellent and all that could be desired and the death rate is much lower than that of some other sections.

Farm Demonstration

Fulton County is fortunate in having one of the best county agents in the state, O. L. Cunningham. This county agent has done more than any other agency toward improving farming methods. Since a county agent has been employed thousands of pure-bred hogs and cattle have been imported; he has almost succeeded in getting an alfalfa field on every farm; has caused Fulton to be known all over the United States as the county which used more crushed limestone per square mile than any other. Through the agency of the county agent a farm bureau has been organized,



Residential Streets, Fulton Ky



and in the future this organization will certainly have to be reckoned with as a Union of Farmers.

Railroad Facilities

Fulton is the division point or terminal for the Tennessee division of the Great Illinois Central System, commonly known as the "Hub" of the Illinois Central, for the reason that the railroad crosses at this point and most any direction one goes over the Illinois Central he must of necessity pass through Fulton. A large freight yard is located here together with one of the

equal to the entire population of the United States passing through Fulton. Slab yard established at Fulton June, 1912, works 36 men; payroll is \$4,000 per month; manufactures concrete slabs to be used in replacing wooden trestles with solid concrete trestles, which will last for more than 100 years, reducing the cost of bridge maintenance to practically nothing wherever used. Slabs weigh 16 tons each; cost \$90 each. Fulton plant is the only slab plant on the Illinois Central south of the Ohio River and manufactures slabs for the entire southern lines



most up-to-date and modern round houses on the system. There are 800 employees at Fulton, with an approximate monthly payment of \$100,000. Facilities at this point are valued at \$1,200,000. Taxes paid at Fulton amount to \$7,500 per annum. There is an average of about 610 cars of freight shipped from Fulton each month and in addition about 750 cars of merchandise re-handled per month. There is an average of 96 freight trains through Fulton daily, an average of one every 15 minutes, which with 60 cars per train or 5,760 cars, is equal to 41 miles of train if coupled together, reaching from Fulton to Paducah; 32 passenger trains pass through Fulton daily, handling an average of 13,200 passengers. This number reaches 4,818,000 people who look at the city from the windows of Illinois Central trains in one year, which on this basis in 25 years, would be

of the Illinois Central. The capacity of the plant is 1,500 slabs per year, costing \$139,500.

Plant consumes 100,000 sacks cement yearly, 500 cars stone and 250 cars sand yearly. Concrete post plant established at Fulton, May, 1912, and is the only such plant in the entire south—makes concrete posts for the entire I. C. System, capacity of plant 125,000 posts yearly. Posts cost 32 cents each and will last twenty times as long as the best of cedar fence post. The concrete fence post made at Fulton are reinforced with steel.

Hotels

Fulton has two of the best hotels that can be found anywhere. The Usona Hotel, with P. C. Ford as proprietor is a hotel of 50 well furnished rooms and Hotel Fulton, with R. L. Horner as proprietor, has a

hundred rooms. These hotels are centrally located and are convenient to the traveling public. The rooms are elegant, well furnished and comfortable and the proprietors extend every courtesy.

Lumber Business

The W. K. Hall Lumber Company is one of the oldest firms in the city, having started business in 1896. This company has one of the best equipped lumber yards in the state, and does an annual business of more than \$100,000. Material of every kind necessary to construct all kinds of buildings is carried in stock. Experience and fair dealing have contributed much toward building up this large business. Every enterprise for the community is espoused and heartily supported by the company.

Another company of like proportions to this is the Pierce-Cequin Company, also large lumber dealers. This firm, during the 22 years in which it has been doing business, has built up a fine trade, doing at the present time a yearly business of about \$100,000.00.

Swayne-Karmyer Company are large manufacturers of hardwood lumber, principally in plain and quartersawed oak. They ship out each year many thousand feet of lumber to manufacturers of furniture. It is perhaps the largest hardwood mill between Cairo and Memphis. They do about \$200,000.00 of business annually.

Automobile Business

There are in the city seven garages, each getting a fine share of the business. The companies are strong financially and do a combined business approaching \$300,000.00 per annum. All classes of cars are handled by these firms.

Churches

There are six white churches located at Fulton as follows: Baptist, Methodist, Christian, Church of Christ, Episcopalian and Cumberland Presbyterian. All have handsome and well built structures and the combined membership will approximate two thousand. The Baptist and Methodist have in contemplation new church buildings which will cost from \$50,000 to \$80,000 each.

Fine Fishing and Hunting

Within easy reach of Fulton is situated Reelfoot Lake, a renowned and favorite fishing and hunting resort. It is a body of water about forty miles long from one to eight miles wide, and occupies a portion of the southwestern part of Fulton county, extending also into Tennessee. Many fishermen and hunters that go annually to this place pass through Fulton. In addition to a large production of fish, wild ducks and wild geese are there in abundance which makes it very attractive for many hunters. A great oil interest also has developed in this region and several wells are being sunk with good prospects of success.



Illinois Central Railroad Company

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY

OFFICE OF THE PRESIDENT

Chicago, February 26, 1920.

Effective March 1, 1920, the General Officers of these Companies will be as follows:

- C. H. Markham, President, Chicago.
- C. M. Kittle, Senior Vice-President, Chicago.
- L. W. Baldwin, Vice-President in Charge of Operation, Chicago.
- F. B. Bowes, Vice-President in Charge of Traffic, Chicago.
- M. P. Blauvelt, Vice-President in Charge of Accounting, Chicago.
- W. S. Horton, General Counsel, Chicago.
- A. S. Baldwin, Vice-President in Charge of Chicago Terminal Improvements, Chicago.
- W. A. Summerhays, Purchasing Agent, Chicago.
- D. R. Burbank, Secretary, New York.
- R. E. Connolly, Treasurer, New York.

C. H. MARKHAM,
President.

Central of Georgia Railway Reorganizes

Savannah, Ga., February 6th, 1920.

At a meeting of the Board of Directors, held this day, the resignations of Alexander R. Lawton, as President; John W. Auchincloss, as Director and Member of the Executive Committee; Merle F. Harden, as Comptroller, and Charles F. Groves, as Treasurer, all effective March 1st, 1920, were accepted.

Effective March 1st, 1920, William A. Winburn was elected a Director and a member of the Executive Committee.

Effective March 1st, 1920, the following officers were elected:

William A. Winburn, President, Savannah.
Alexander R. Lawton, Vice-President, Savannah.

L. A. Downs, Vice-President and General Manager, Savannah.

T. M. Cunningham, Jr., General Counsel, Savannah.

H. Wiley Johnson, Assistant General Counsel, Savannah.

John D. Little, Assistant General Counsel, Atlanta.

A. R. Lawton, Jr., Solicitor, Savannah.

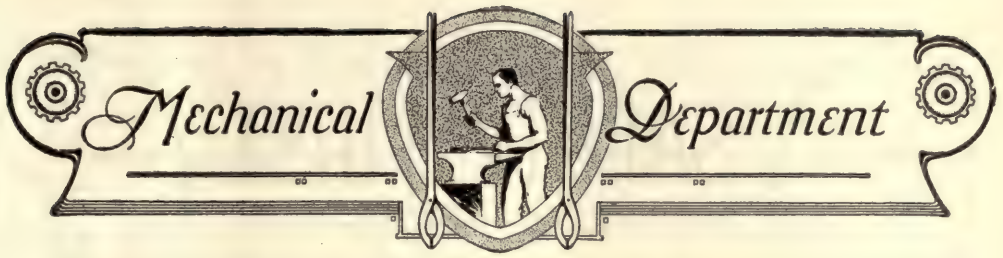
W. B. McKinstry, Comptroller, Savannah.

W. C. Askew, Treasurer, Savannah.

H. V. Jenkins, Assistant Treasurer, Savannah.

Charles F. Groves,
Secretary.





Internal Cleaning of Boilers

By J. A. Bell, Master Mechanic

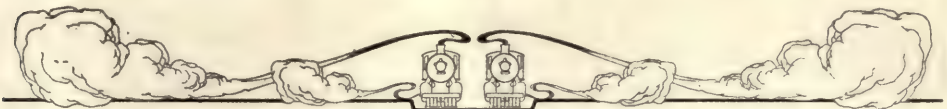
The proper washing of boilers is a subject, which we do not hear discussed as often as we do the maintenance of other parts of the equipment—although it is essential to successful operation of power plants and locomotives. Care should be taken in the selection of men for the position of boiler washing and, after the selection is made, he should receive thorough instructions on his work and he should be afforded the opportunity of inspecting the interior—especially of locomotive boilers when flues and side sheets have been removed so that he will know how to direct water under pressure through the various openings in the outside shell of boiler to reach points where scale and sediment are liable to accumulate.

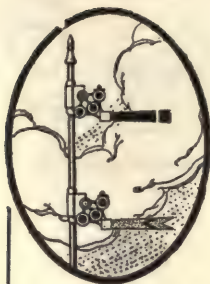
An inspection of this kind is of material assistance to inexperienced men assigned to this class of work. Usually the boiler washers are men promoted from the ranks of laborers, who have not had an opportunity to gain any knowledge of boiler construction. There is no man in a busy engine house that requires closer co-operation from the engine house foreman than the boiler washers. Records must be up to date at all times and, in order to avoid delay to power, the round house foreman should know in advance engines which will arrive on their respective shifts and due to have boilers washed out and

these engines should be given preference on movement into engine house so the boiler washers will have sufficient time to do his work properly. In order to facilitate his work, a mounted tool box and reel in which should be maintained necessary wrenches, nozzles and hose to carry on his work should be provided. Hose and couplings should be maintained free from leaks. Nozzles should be provided for reaching the various interior parts of the boiler. The water for washing should be delivered at a pressure of not less than 100 lbs. and temperature of this water should not be less than 95 degrees.

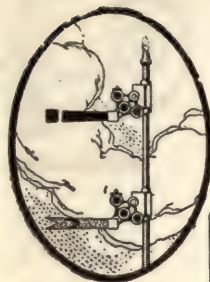
Under these conditions, boilers should be in condition to render satisfactory service. The boiler makers, whose duties it is to inspect the interior of boiler after each washing, should be thorough with his inspection and wherever it is found that scale has built up, which resists the water pressure when washing, sheets should be hammered and scale broken away to prevent loosening of stays supporting fire box.

By maintaining boilers in this condition, it assists in conserving fuel—results in clean dry steam being delivered to engines—permitting efficient operation with the minimum amount of lubrication and makes them safe for those whose duties require them to work around them.





SAFETY FIRST



UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
Comparative Statement of Casualties as Reported to the
Interstate Commerce Commission
1918—1919.

Illinois Central Railroad
Yazoo and Mississippi Valley Railroad
Office of Chairman, General Safety Committee

		Illinois Central R. R.				Y. & M. V. R. R.			
		Employees		Other Persons		Employees		Other Persons	
		K.	I.	K.	I.	K.	I.	K.	I.
January	1918	3	424	14	146	2	72	1	8
	1919	2	281	11	54	1	49	2	20
February	1918	7	399	12	31	2	61	1	5
	1919	4	233	11	52	—	51	4	5
March	1918	4	470	11	41	2	104	1	2
	1919	3	221	13	35	2	65	1	6
April	1918	4	404	7	45	1	73	3	11
	1919	2	185	9	29	3	57	8	93
May	1918	8	449	28	72	2	88	1	8
	1919	6	178	10	25	1	63	3	6
June	1918	4	443	15	47	—	91	—	2
	1919	2	190	13	23	1	71	6	6
July	1918	4	521	12	49	1	91	—	4
	1919	5	237	26	26	—	79	1	14
August	1918	13	553	20	52	—	81	1	8
	1919	2	183	16	27	1	64	2	15
September	1918	6	481	11	29	1	72	3	3
	1919	1	280	12	32	1	65	3	9
October	1918	5	362	9	35	—	68	4	4
	1919	5	134	9	31	2	47	—	7
November	1918	9	385	16	68	—	77	3	3
	1919	4	138	8	18	—	68	—	15
December	1918	8	322	17	33	—	70	—	16
	1919	5	178	13	18	2	64	2	12
TOTAL	1918	75	5213	172	648	11	948	20	72
	1919	41	2438	151	370	14	743	30	210
Increase						3		10	138
Decrease		34	2775	21	278		205		

Paper Read by Conductor F. R. Alexander, at St. Louis Division Safety Committee Meeting, Held at Carbondale, Nov. 12, 1919

Mr. Chairman, Miss Secretary, Gentlemen:

I have been requested, as you probably know, to prepare and read a paper before this committee. I do not know who is responsible for this request, but as I have received no protest and as we are all inclined to take ourselves very seriously when confronted with matters of this kind, I have accepted the suggestions in all sincerity and assume the committee here gathered wish, for some indeterminate reason, to hear my views on Safety First. So be it; I deem it proper in the handling of a topic of this kind to touch upon its origin, consider its present problems and outline its future prospects.

The origin of the Safety First movement as applied individually lies just beyond the memory of each of us. This statement may meet with quick contradiction, especially from some of the older ones, but please do not precipitate. I repeat "the origin of the Safety First movement as applied individually lies just beyond the memory of each of us." I know that the Safety First movement on railroads and in mines, factories, etc., is of recent origin and comes well within the memory of most of us. But I state that we came in contact with similar warnings and admonitions long before we entered the employ of any company or corporation. Indeed! Before ever we reached the age of responsibility we were repeatedly warned to be careful by the original committee of safety, who though self appointed, was undoubtedly more conscientious than any that will ever again have jurisdiction over us.

The original committee to which I refer was a voluntary committee of one, and as usual fails to receive credit for service performed. So I propose to credit here, the mother of each of us as being the original committee of safety that held jurisdiction over us, and I doubt not that the man who first developed the idea and placed it in practical operation on railroads had a mother who possessed this faculty to a superlative degree, and the hereditary instinct and influence of childish environment are the factors, becoming fully developed in later years, that gave him the basic ideas of the movement for which he today receives full credit. And now the warnings of carefulness and watchfulness we received from our mother in childhood's day are simply being repeated and emphasized by the present Safety First Department, and the adult mind to a great degree assumes the

same attitude towards the present warnings as did the childish one and the tongue still repeats the world-old expression—"Aw, Ma, I ain't going to git hurt."

This brings us to a contemplation of some of the present problems the department has to contend with and that mental attitude just referred to, that we, through our own carelessness, are not going to get hurt, presents perhaps the most difficult proposition of all.

No man is willing to admit his own carelessness, especially so before he is injured and but very few well admit even a contributory carelessness after being hurt, so that a great proportion of the warnings issued by the Department of Safety are practically unheeded as we each consider them as addressed solely to the other fellow. Also we are much surprised at times that the other fellow, careless as he is, gets by so long without injury. Of course, we may do things that appear careless, but they are not, we know just what we are doing and we are not going to get hurt.

Fact is, this phase of the subject is very well illustrated by the story told of the old Quaker woman who one day remarked to her husband: "Phineas, Phineas, it does seem to me that all the world is queer except me and thee and thee art a little queer," and so with us. It seems that all our fellow employees are careless except you and me and you are a little careless; and until this egotistical complacency is awakened to a realization of its folly it will prove strongly detrimental to the work of the department and will remain a stumbling block in the pathway of the hoped for 100 per cent success of safety first principles.

All accidents resulting in personal injury are not the result of personal carelessness, and this produces another problem to contend with, that is, the problem of indifference.

It may sound strange to state that there are men employed in work not alone dangerous to themselves, who hold at times not only their own lives, but the lives of others in the very hollow of their hands, are indifferent to the fact that loss of life or limb might occur through some oversight or mistake for which they would be responsible. Well, perhaps the accusation of indifference is a little strong, but there exists today in the minds of a great proportion of men engaged in hazardous occupation, a belief expressed or unexpressed that carried to a logical conclusion would re-

sult in an absolute indifference. This is the Mohammedans exclamation of Kismet, which means it is fate and this insidious orientalism has its devotees among us today, who solve every accident by the expression such as, "his time has come," or "what is to be, will be," not considering that this attitude of mind if allowed to influence their actions might lead to a neglect of duty at some critical time that would prove sadly disastrous.

While accepting the tenants of Christian philosophy and agreeing that we are in the hands of a Divine Providence and subject absolutely of His will in matters pertaining to life and death, we have been endowed with the instinct of self preservation and should not be too deeply influenced by the theories of fatalism.

The fact this theory being tinged as it is with religious coloring renders it more difficult for the Safety First Department to eradicate. Further, we should realize that we are masters of our own destiny to a certain degree even in matters of injury or death, not simply blown hither and thither by an incomprehensible fate as leaves are blown by the wind and that more often some trivial neglect of duty is primarily responsible instead of the oft repeated Kismet; when we are convinced that we can control fate instead of being controlled thereby no duty will appear too small nor no effort insignificant to prevent a possible injury, and safety first will gain an inestimable advantage when this change of view becomes universal.

Another problem to contend with and one with which this local committee is perhaps more directly concerned is the suspicion and distrust that exists among a certain proportion of the employees as to just what ultimate object the Safety First Department has in view.

There has always in the past been a strong line of demarkation between the official department of a railroad and the bulk of its other employees and there is a tendency to question as to whether a matter of this kind can be accepted without reserve or not and when safety suggestions are requested for the consideration of this committee you are hindered in your work by the idea which is extant among a certain per cent of the employees that this is possibly being done to ascertain just how much discontent exists instead of being accepted in the spirit in which it is proposed. We fail to feel the freedom of expression regarding safety first propositions that is desired by the department, and it is entirely in the hands of this committee to produce results on the divisions under its direct supervision. This lack of perfect confidence is so universal that it is not unusual for the various labor organization magazines to warn against it. I have copied and will read an article recently published in the

Brotherhood of Railway Trainmen's Journal:

"The work of the Safety Section has been wonderful in its saving of men. Railway employees can well afford to take the movement seriously and expect it means just what it declares its purpose to be, namely, the saving of life and limb in railway work.

"Heretofore whenever like movements have been started, employees have found they were more for advertising than safety purposes and they were talking propositions without sincerity or expectation of applying the rules.

"Employees naturally looked upon the present safety first movement with suspicion, but there is no room after months of practical safety work for anything but full approval and enthusiastic assistance for safety first work. It is one splendid effort to perform hazardous service with safety. Lives saved, injuries avoided, make a combination of purposes that reflect their advantages in happy homes instead of sorrowful visits to the cemetery, or the hospital. Get into the work, it is well worth it, the movement is in good hands, it is to be trusted to the full."

The necessity for the publication of such an article shows that the distrust of the movement is not of a local character, but presents a universal problem and it appears to me that the solving of this problem lies directly in the hands of the local committee of each division or department. It occurs to us at times to make suggestions or call attention to unsafe practices, but the fear of combating some pet theory of some official or of appearing discontented with the conditions under which we work or that the suggestion will be received in a spirit of resentment or perhaps ridicule, or some other similar reason prevents us, and it is solely within the power of the local committee to eradicate these ideas from among their fellow employees.

The problems of safety first are numerous and I feel it superfluous and an imposition on your time to enlarge further on this line.

Nature has endowed no two individuals alike either physically or mentally and therefore, it may be said that each employee presents a separate problem and a different shading of arguments or instruction may be necessary to arouse each individual to a responsibility of his or her direct connection with the work, and the men at the head of the movement must be deep and earnest students of human nature if they expect an unqualified success in their allotted line.

As to the future, we can only say that "There is no way to judge the future but by the past" and the past accomplishments of the department based on statistical reports have undoubtedly been successful beyond the most optimistic expectations of its founders. Now since this committee has taken upon itself the assigning of this pa-

per to me, I take upon myself the liberty of assuming that my views or ideas are worth the time taken to express them, nor can I feel it improper or presumptuous on my part in order to make this paper complete to offer suggestions on the future work of the department. While almost every conscientious man will resent the imputation of carelessness, indifference, or neglect of duty, there is no man of balanced mind, no matter how poorly endowed mentally, or how highly intellectual he may be, but will agree that there is room for improvement in his mental attainments. Even our deepest scholars, our best scientists, and professional men admit that there are things in their special lines just beyond their comprehension. I think that employes would accept with full favor instructions insisting upon the development of the faculty of concentration of mind.

This faculty of concentration can be said to be the foundation of 99 per cent of the successes in the world today and if fully developed in the Safety First line could not prove otherwise than successful and lack of this faculty will continue to spell disaster. Therefore, employes engaged in hazardous tasks or tasks that involve hazards to others should be taught to concentrate. For the individual who concentrates is the safe one and the one who allows his mind to drift is unsafe. The operator, copying a train order for an approaching train and wondering at the same time if the head brakeman has the makings of a cigarette, is unsafe. Likewise, the lady operator similarly engaged and at the same time trying to remember whether or not she brought her powder puff with her. The conductor and engineman checking the register and comparing orders and at the same time arguing as to whether they can still get the 2 and 75 per cent or not at the other terminal are unsafe. The bridgeman erecting a staging on Henderson trestle with their minds occupied more deeply with the question of the fistic prowess of Jack Dempsey than as to whether the staging is properly set or not, are unsafe and so on—ad infinitum.

The scope of the Safety Department in this respect reaches farther and goes deeper than the immediate influences and associations incidental to our daily avocation because if a man's mind is obsessed by domestic troubles, harassed by a spectre of debt, worried by sickness of those at home, or even intent upon adverse labor conditions, he is not as safe as if clear of all else except the immediate task to be performed.

Nevertheless, he can be surrounded by all these adverse conditions yet through the exercise of the developed power of concentration he can temporarily lay them aside and devote his mental faculties exclusively to the particular work in hand and

the proper development and exercise of this power renders the man beset by troubles as safe as the one whose pathway is one of pleasantness and harmony, and so it seems to me that instructions relative to concentration of mind cannot be overdone by the Safety First Department.

I believe I am safe in saying that 95 per cent of the employes in railroad service are American citizens and this being the case another thing the Safety First Department might well recognize is the inherent chivalric instinct which is a dominating characteristic of Americanism. I mean that trait which will prompt him to put forth greater effort to save life or limb of his fellowman than he will to save himself and deeds of this kind are recorded on every page of American history.

These tales wherein one has gone through the very sufferings of hell or entered the very jaws of death itself to save his "pal" or "bunkie" are too numerous to note any one in particular, and you will find it illustrated daily in the Army, the lumber camps, the mines, factories, railroads and every phrase of American life.

I know that pessimistic writers dealing with the conditions had several years ago pretty thoroughly spread the idea that honor and chivalry as Americanisms were relegated to its past history and even when confronted with stories told of sacrifice made in behalf of a fellowman they were quick to try to show that the act was prompted by some self interest contending that an egotistic selfishness had become the dominating characteristic of our citizenry, but our young men of today on the great highways of our seas and the bloody battlefields of Europe for the past two years have again given the lie to these theories and demonstrated before the world that the high ideals of honor and chivalry handed down by their forefathers or through history still holds a preeminent place in the heart and mind of the present generations.

And yet another picture—we see at times, poor wrecks of humanity, skulking, crouching along the highways, alleys and lanes of our broad land, or others incarcerated in hospitals for the insane who at one time faced the world with a clear-cool confidence, but through some oversight or mistake they were responsible for the death or injury of a fellow being and the mind gave way under the strain or all the pleasures of life became as the apples of Sodom, and today they simply linger out a living death. Had they alone been injured even though permanently maimed or crippled they might still have extracted some enjoyment from their broken existence, but responsibility for injury to a fellowman digs deeper into the conscience than responsibility for injury to self alone; if selfishness alone was the controlling influence this would not be the same.

Now I note a great proportion of the instructions issued by the Safety First Department warns against injury to the individual himself; I sometimes believe that the literature placed before the men would meet with more ready response if more stress were laid upon the liability of causing injury to a fellow employe.

In other words, the Safety First Department might meet with better results by appealing to the inherent chivalric instinct of the employes rather than to their selfish-

ness. With this thought I will bring this paper to a close, thanking you for your attention; I will further state, however, that my time spent in preparing this paper and your patience in listening have neither the one or the other been mis-spent or mis-applied if any thought or suggestion herein contained is in any way at any time instrumental in preventing injury to a fellow being.

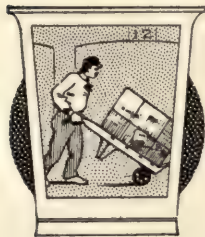
I thank you.



BUSINESS SECTION, FULTON, KENTUCKY.

FREIGHT TRAFFIC

DEPARTMENT



The Freight Rate as Related to the High Cost of Living

By W. L. Reeves

The most important subject that confronts the American people today is the high cost of living.

Much has been said and written on the subject and many reasons and opinions have been offered in explanation of the high prices and yet the problem has not been solved and the situation has not been satisfactorily explained to the public.

It is to be feared this article will not contribute a great deal toward a solution of the problem, but it is hoped that it will at least help to dispose of any thought on the part of the readers of the Illinois Central Magazine that freight rates have any material bearing on the matter. Such, in fact, is the object of this article.

The unwarranted impression prevails among the general public that the freight rates assessed by the railroads for transporting freight traffic from producing points to the markets or from the manufacturing and jobbing centers to the consuming points are largely, and perhaps there are those who believe entirely, responsible for the present high prices and at any rate greatly add to the burden of the already overtaxed public. It is surprising how much misunderstanding, or lack of proper understanding, exists with respect to the effect of freight

rates upon the costs to the consumer or the relation that the freight rates bear to the prices paid by the consumer for articles in common use.

This impression is due, at least in a large degree, to willful or ignorant, but frequent misrepresentations by politicians or by professional or revengeful agitators or skeptics of one kind or another, who have their own motives in endeavoring to impress on the public mind, with gross exaggeration, that any increases the railroads may obtain in freight rates will impose unbearable burdens on their pocket-books. It is surprising how many people, depend upon the judgment of others to decide for them things that they should decide themselves, and accept such statements as true without making an effort to verify them or to stop for a moment to think for themselves whether or not they are true.

Do the agitators know what they mean when they call the railroads "grafters"? Do they stop to think what is meant by calculating "an adequate income"? These terms are handled today with remarkable recklessness. Mistaken impressions will not exist if the public will divest its mind of all preconceived ideas and consider the true situation in an unselfish, business-like manner.

Representative Shipping Point	Representative Consuming Point	Article	Unit	January 1st, 1918		January 1st, 1920	
				Cost Freight	Approximate Cost (Selling) to Consumer	Cost Freight	Approximate Cost (Selling) to Consumer
Minneapolis, Minn.	Freeport, Ill.	Flour	24 lb. sack	34 cents	\$1.60	44 cents	\$1.95
Henderson, Ky.	Memphis, Tenn.	Flour	1 pound	2 1/4 of a cent	1.60	4 1/2 of a cent	1.75
New Orleans, La.	Chicago, Ill.	Sugar	100 lb. sack	12 1/2	24	15	33
"	Memphis, Tenn.	Sugar	"	12 1/2	24	15	33
"	Champaign, Ill.	Coffee	"	17/100	1.75	27/100	2.75
"	Louisville, Ky.	Molasses	1 gallon	1 2/5 cents	\$1.35	1 1/2 cents	\$1.40
"	Memphis, Tenn.	Soap	19/10 of a cent	10	85 cents	24/10 of a cent	1.05
Cincinnati, Ohio	"	Men's Clothing	1 suit	24 cents	\$12.00 to \$50.00	24/10 of a cent	11 cents to \$100.00
Chicago, Ill.	"	Men's Shoes	1 pair	2 1/2	5.00	2 1/2	12.00
Boston, Mass.	"	Ladies' Shoes	1 pair	1 3/4	2.00	2 1/3 cents	2.50
"	"	Ladies' Slippers	1 pair	1 1/2	2.50	2 1/3	2.50
East St. Louis, Ill.	Chicago, Ill.	Bacon	1 pound	21/100	45 cents	1 1/4 of a cent	50 cents
Memphis, Tenn.	Memphis, Tenn.	Fresh Beef & Pork	1 lb.	26/100	35	1 1/4	45
"	Jackson, Miss.	Mixed Feed	1 ton	22 1/2	22 1/2	1 1/4	25
"	Wicksburg, Tenn.	Cotton	1 lb.	21/100	45	1 1/4	25
Clarkdale, Miss.	Memphis, Tenn.	Cotton	1 lb.	1 1/5	30	1 1/4	40
Memphis, Tenn.	Memphis, Tenn.	Sawed Oak Lumber	1000 feet	26.94	35.00 to \$50.00	27.94	45.00 to \$200.00
Chattanooga, Tenn.	Memphis, Tenn.	Sawed Oak Lumber	1000 feet	27.94	35.00 to \$55.00	27.94	45.00 to \$200.00
Central City, Ky.	Memphis, Tenn.	Coal	1 ton	21.35	\$6.10	21.75	\$7.25
Birmingham, Ala.	"	Coal	1 ton	21.45	\$6.65	21.75	\$7.25
New York, N. Y.	"	Men's Hats	1 hat	1 cent	\$3.00 to \$6.00	1 2/5 cents	\$3.00 to \$20.00
"	"	Furniture	1 table (4x4)	30 cents	\$1.00 to \$7.00	30	\$4.00 to \$15.00
"	"	Bed	1 bed	30 cents	\$1.00 to \$7.00	30	\$4.00 to \$15.00
"	"	Manogany Chair	1 chair	30 cents	\$1.00 to \$7.00	30	\$4.00 to \$15.00
"	"	Common Chairs	1 chair	30 cents	\$1.00 to \$7.00	30	\$4.00 to \$15.00

I do not wish to convey the impression that freight rates do not enter into the prices which the consumer pays, for they do. They are an element of cost in almost everything we purchase, in which every one participates, passed on to the consumer by the producer or manufacturer or jobber or the retail merchant, as they must be.

Freight rates are in the cost of almost everything—our luxuries; the food we eat; the clothing we wear; the street cars, taxicabs, etc., placed at our disposal; the public utilities, such as gas, water, etc.; the houses and buildings that shelter us—in which we live or earn a livelihood—for it is likely that freight charges were paid on each pound of material that entered into their construction.

However, in recognizing and understanding this simple and truthful statement, let us have the proper sense of proportion, that is to say, properly adjust or distribute in our minds the relative importance of the freight charges as compared with other elements of cost. What is meant by this can be clearly illustrated by a few examples dealing with the freight charges as compared with retail prices of a number of articles in common use, as set out in the adjoining table:

The cost assessed by transfer companies for draying less carload shipments from freight depots to retail stores in Memphis is 10 cents per 100 pounds, with a minimum charge of 50 cents per shipment, regardless of weight. On this basis, it costs as much to transfer a shipment weighing 100 pounds or less from the freight depots to the stores in Memphis as the railroad charges for hauling a 100-pound shipment of shoes from Memphis, Tenn., to Covington, Tenn., a distance of 38 miles; also the same as assessed by the railroad for hauling a cooking stove weighing 100 pounds or less from Memphis, Tenn., to Obion, Tenn., a distance of 96 miles; also the same as assessed by the railroad for hauling a 100-pound shipment of soap from

THE FOLLOWING EXTRACTS FROM THE MONTHLY LABOR REVIEW (SEPTEMBER 1919)
 OF THE BUREAU OF LABOR STATISTICS UNITED STATES DEPARTMENT OF LABOR SHOW SOME OF THE REASONS FOR INCREASED
 PRICES AND COSTS OF LIVING
 PRICE INDEX COMPILED BY
 STATISTICAL BUREAU - WESTERN LINES
 CHICAGO

Index Number of Relative Wholesale Prices by Groups of Commodities.									
Base	1913	1914	1915	1916	1917	1918	1919	July	1919
Farm Products									
Food, Etc., Clothing	100	107	105	122	169	220	246	246	246
Cattle and Hogs	100	107	100	126	173	232	242	242	242
Poultry and Eggs	100	106	100	126	173	232	242	242	242
Grains and Grain Products	100	96	93	119	175	163	171	171	171
Metals and Metal Products	100	87	97	148	203	161	158	158	158
Lumber and Building Material	100	97	94	101	124	151	156	156	156
Chemicals and Drugs	100	107	104	115	144	196	245	245	245
Household Goods	100	99	99	120	155	193	221	221	221
Miscellaneous	100	99	99	120	155	193	221	221	221
Average of All Commodities	100	100	101	124	176	196	219	219	219
Wholesale Prices in United States by Index Numbers.									
Bureau of Labor Statistics	Base	1913	1914	1915	1916	1917	1918	1919	June
365 Commodities	100	100	100	101	124	176	196	207	207
25 Commodities	100	104	106	126	187	205	216	216	216
Bricks and Cement	100	97	107	128	170	203	196	196	196
96 Commodities	100	101	105	123	169	190	189	189	189
200 Commodities	100	105	110	129	191	221	212	212	212
22 Commodities	100	105	110	129	191	221	212	212	212
Relative Retail Prices July 15, of 22 Articles of Food									
Unit	1913	1914	1915	1916	1917	1918	1919	1919	1919
Sirloin Steak	100	106	105	113	129	166	171	171	171
Round Steak	100	106	105	113	129	166	171	171	171
Butter	100	105	104	112	130	168	169	169	169
Chick Roast	100	106	103	112	137	182	173	173	173
Plate Beef	100	102	102	110	136	187	169	169	169
Pork Chops	100	103	100	117	157	194	220	220	220
Bacon	100	103	100	117	157	194	220	220	220
Lard	100	97	93	111	147	181	217	217	217
Eggs, strictly fresh,	100	103	97	110	174	206	266	266	266
Butter	100	103	97	110	174	206	266	266	266
Condensed Milk	100	103	97	110	174	206	266	266	266
Milk, fresh,	100	103	97	110	174	206	266	266	266
Bread	100	103	97	110	174	206	266	266	266
Flour	100	103	97	110	174	206	266	266	266
Wheat	100	103	97	110	174	206	266	266	266
Barley	100	103	97	110	174	206	266	266	266
Oats	100	103	97	110	174	206	266	266	266
Potatoes	100	103	97	110	174	206	266	266	266
Sugar, granulated	100	103	97	110	174	206	266	266	266
Coffee	100	103	97	110	174	206	266	266	266
22 Weighted Articles Combined	100	102	100	111	146	167	190	190	190

The significance of the foregoing figures is, of course, that the cost of living has mounted higher and higher until an enormous increase is shown while freight rates have increased, at least in comparison therewith, but moderately and certainly only to such small extent as to be almost negligible.

Memphis, Tenn., to Mayfield, Ky., a distance of 142 miles.

The cost of draying soft coal from cars to residences—a short distance—in the city of Memphis is \$1.25 per ton. This is more than the railroad charges per ton for hauling coal from the mines at Nortonville, Ky., to Louisville, Ky., a distance of 151 miles—the freight rate from Nortonville to Louisville being \$1.00 per ton. This drayage charge is only slightly less than the railroad charges per ton for hauling soft coal from the mines at Beaver Dam, Ky., to Memphis, Tenn., a distance of 284 miles—the freight rate for this haul being \$1.75 per ton.

Another striking example of comparative unimportance of freight charges, so far as the general public is concerned, is the following:

The *Railway Age* of January 30, 1920, shows that for eleven months of 1919 the total freight receipts of Government controlled railroads amounted to \$3,253,139,834. Adding another \$250,000,000 for the month of December, which was not reported in the *Railway Age*, the freight revenue for the 12 months of 1919 amounted, in round figures, to \$3,600,000,000.

The population of the United States is estimated at 110,000,000. Therefore, huge as the total amount of freight

revenue looks, the bill per capita would amount to a little less than \$33.00.

What does this amount to in comparison with the meat bills, the grocery bills or the rent?

Two more illuminating facts in regard to freight rates are set forth in the following questions and answers quoted from an advertisement published in a recent number of the *Saturday Evening Post* by the Association of Railway Executives:

"What is the average charge the railroads in the United States make to the public for carrying a ton of freight one mile?"

"About one cent. Two tons are carried one mile for the price of a postage stamp. That is the average charge; heavy articles, like coal and ore, are carried at lower rates because they can be handled in great bulk.

"How does this cost compare with the freight rates in other parts of the world?"

"The average freight rate on the American railroads is lower than on the railroads of any other country in the world.

"Is there any reason why the consumer should place any blame on the railroads for the high cost of living?"

"Comparatively none, seems to be the answer."



Purchasing & Supply Department

Stationery

By J. D. Dowling, Stationery Storekeeper, Chicago, Ill.

Everything in the printing line, as well as all other office supplies, has practically doubled in price during the last few years. What are you doing in the way of economizing, to offset the tremendous increase in expense that this means to the railroad?

Do you get all the use possible from your carbon sheets, or have you from ten to a hundred wrinkled and torn sheets in the drawer of your desk which would have been fit for further use if you had handled them carefully?

Do you fill your inkwell to the brim and allow evaporation to rob you of 75 per cent of the ink? Do you keep your stock of inks and mucilage covered and clean? If left open, flies and dust will enter the bottles and evaporation take place, causing loss. Shake up your ink bottle before filling your inkwell, as the ingredients settle at the bottom. See that all of the ink is removed from bottle before it is discarded.

Do you keep the dust removed from your supplies of printed forms, or have you the habit of tearing off the dusty top form and throwing it away? Do you realize that one sheet destroyed from each pad means a waste of 1 per cent? This isn't much when applied to you alone, but when it is applied to the thousands of users of stationery on the Railroad, the aggregate loss means a large sum. For instance, in the last year the System used approximately 25,764,000 sheets of both note and letter heads. One per cent of this

amount would mean the loss of 257,640 sheets of paper to only one form. What would be the actual loss on 3,000 other forms!

Are you in the habit of ordering on your monthly requisitions from one hundred to five hundred of a certain form, when, as a matter of fact, twenty-five sheets would really be adequate for a month's supply?

In the last year this System used about 4,000 lbs. (two tons) of pins, at a cost of \$1,595. Haven't you often noticed pins carelessly lying on the top of the desk or on the floor? Do you stop to pick them up?

Eliminate the nuisance and loss occasioned by the shooting of rubber bands, if indulged in by clerks, office boys, etc., in your Department. In the last year the System used approximately 2,528 lbs., at a cost of \$3,275.

Detach the brass paper fasteners from your records before throwing them in the waste basket. In the last year there were about 1,840,000 used on the System at a cost of \$1,700.

Do not use the telegraph wires for ordering stationery. It is against the rules.

Do not return stationery to the Stationery Storekeeper before you notify him. This same stationery might possibly be used on your Division, and he can arrange for disposition, avoiding unnecessary handling to and from Stationery Storeroom.

When tracing material, always advise date and number of your requisition.

tion. Special items not carried in stationery stock, such as special printed forms, rubber stamps, drawing material, etc., should be ordered on Form 1306, and after approved by criticizing officer, should be forwarded to the Assistant Purchasing Agent for ordering, allowing at least thirty days for purchasing the material.

When ordering material on stock requisition, Form 370, specify number of sheets and envelopes wanted and not pads or boxes, leaving the Stationery Storekeeper to guess as to what particular amount is wanted or causing unnecessary correspondence.

Used typewriter ribbons, old stamp pads and all empty ink bottles should be returned to Stationery Storekeeper

but not returned in stationery cases, as it unfits them for further use.

Consider these things when ordering and using stationery and do not make your requisition each month simply because it has been customary to make a monthly requisition for stationery. When it is necessary to make a requisition, make it from an actual check of your stock on hand and your actual requirements, not merely from habit.

Let each one of us exercise the same economy in our use of stationery and supplies as we would if we ourselves had to "foot the bills." There is truth in the old adage,—"wilful waste makes woeful want," but none of us need to prove it by our own experience.

Things We Should and Should Not Do

Save Materials

Mr. Railroad Man, do you know that:

A track spike costs.....	\$.02 $\frac{1}{4}$
A one-inch nut costs.....	.04
A track bolt costs.....	.08
A tie plate costs.....	.31
A steam hose costs.....	6.36
A brake shoe costs.....	.75
A track shovel costs.....	.97
An engine oiler costs.....	.71
A lantern costs.....	.91
A broom costs.....	.48
An air brake hose costs.....	2.44

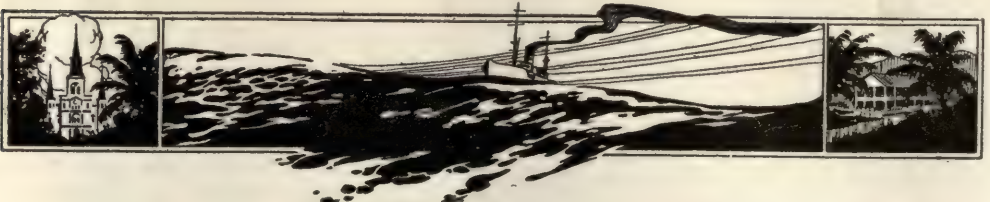
Would you believe that during the past year OVER TWO MILLION

DOLLARS HAS BEEN EXPENDED FOR ONLY ELEVEN ITEMS AS ABOVE, IN GENERAL USE?

The greatest duty you owe the railroad at this period of reconstruction is to economize to the utmost in the materials handled by you, and by so doing, place the Illinois Central in an enviable economic position.

Remember, the apprentice boy who picks up a nut which would otherwise be lost, is equally "doing his bit" with the executive who save thousands through some brilliant stroke of finance.

Goodbye—will see you in the April issue.



Don'ts for Switchtenders

By J. C. Kimble, Yardmaster

DON'T forget "Safety First."

DON'T lost your head because some one else does.

DON'T fail to see that your switches are properly lined before giving signal.

DON'T fail to give proper signal as improper signals cause confusion and accidents.

DON'T abuse the engineer if he fails to see first signal—give him another.

DON'T fail to notify dispatcher at once in case of accident or derailment.

DON'T single track without authority from dispatcher or as per rule 99.

DON'T delay answering 'phones. Delays are serious.

DON'T use profane language over 'phone.
DON'T get cross over 'phone when asked a civil question.

DON'T use 'phone except on company business.

DON'T criticise the work of others; watch your own.

DON'T read while on duty—it may cause delay or accident.

DON'T entertain visitors while on duty.
DON'T leave "job" unless relieved by proper person.

DON'T fail to keep switch shanty clean
DON'T use signal oil in starting fires.

DON'T depend on the other fellow.
DON'T fail to report for work on time.



Business Section



Fulton Ky



Memphis Cheers Prospects

THE Reelfoot-Ranger Oil Company is chartered under the laws of the State of Tennessee, is capitalized at \$1,500,000.00; has opened offices in the Lee Building, Memphis, has been granted a permit to offer its stock for sale under the Blue Sky Laws of Tennessee, and is now a going concern.

Your Opportunity

ONE HUNDRED AND FIFTY Memphis business men recently sat in impartial judgment and heard reports from geologists, experienced drillers and successful oil men (heavily investing their own money in Reelfoot-Ranger) who stated their positive conviction that oil will be found in abundance at Reelfoot Lake.

A great cheer went up when it was stated that oil at Reelfoot would bring money to Memphis city in the same portion as the little city of Wichita Falls, Tex., whose banks carry deposits aggregating \$40,000,000.00. **THIS WOULD MEAN \$250,000,000.00 ON DEPOSIT IN MEMPHIS BANKS!**

Success with the Reelfoot-Ranger Oil Company does not depend by any means upon striking oil at Reelfoot. It is not necessary for the company to strike oil at any one particular field to succeed.

It already has a 250-barrel producing well at Burkburnett, ten acres in Burkburnett within a few feet of production, forty acres in Archer County near development, twenty acres in Tillman County, Okla., across the river from a well which came in for 4,000, one hundred and sixty acres in Harmon County, Okla., on a direct line between Burkburnett and Amarillo fields, ten acres in Desdemona within sight of a 3,000-barrel well, ten acres in Sipes Springs lying between the 100-barrel Jackson and the Goss No. 1 gasser, ten acres in Iowa Park, Tex., where 100 wells are being driven, sixty acres in Childress County where fifteen tests are being made, two thousand acres in the Amarillo field between the Seven States Oil Co.'s 10,000 acres and the big gasser field on the north, contains the largest gas well in the world, three-fourths' interest in the Homer and Bull Bayou, La., fields where a gas well adjoining has been burning for many years (our president, Mr. W. H. Newberry, recently witnessed the spudding-in of our new well at this place) and **FORTY THOUSAND ACRES AT REELFOOT LAKE, Tennessee and Kentucky.**

Reelfoot-Ranger Oil Co.

110 Madison Ave., Lee Bldg., Memphis

REFERENCE:
Dunn or
Bradstreet

DEPOSITORY:
National City Bank
Memphis, Tenn.

J. M. HOAR,
Special Representative,
Fulton, Ky.

of Oil at Reelfoot Lake!

To Share Big Profits

By resolution, unanimously adopted, the board of directors have declared a 2 per cent. monthly dividend beginning April 1st to stockholders of record. This dividend will be paid out of the net earnings of the company's producing wells at Burkburnett.

Oil is the second industry of America and is the most inviting field of investment today. Reelfoot-Ranger has all the elements found in those companies which have succeeded and **BROUGHT LARGE RETURNS TO THE STOCKHOLDERS.**

Following the basis of organization the company will engage in all branches of the oil industry, extending its operations as opportunity is presented and capital provided.

By resolution of the board of directors \$300,000.00 of the company's capital stock is offered at par. Developments are expected to come rapidly and this portion of the stock is not likely to remain on the market long.

Discriminating investors, appreciating the personnel of the management, the great variety of valuable holdings, the plans for the future and the possibilities of the company becoming worth millions of dollars through the developments at Reelfoot Lake, will quickly subscribe the amount offered at par.

Contemplate the fortunes that will be made and the tremendous developments that will follow. **NOW** is your opportunity to share in big profits.

CLIP THIS COUPON—FILL OUT IMMEDIATELY AND MAIL.

REELFOOT-RANGER OIL COMPANY,
110 Madison Ave., Lee Bldg.,
Memphis, Tenn.

.....1920

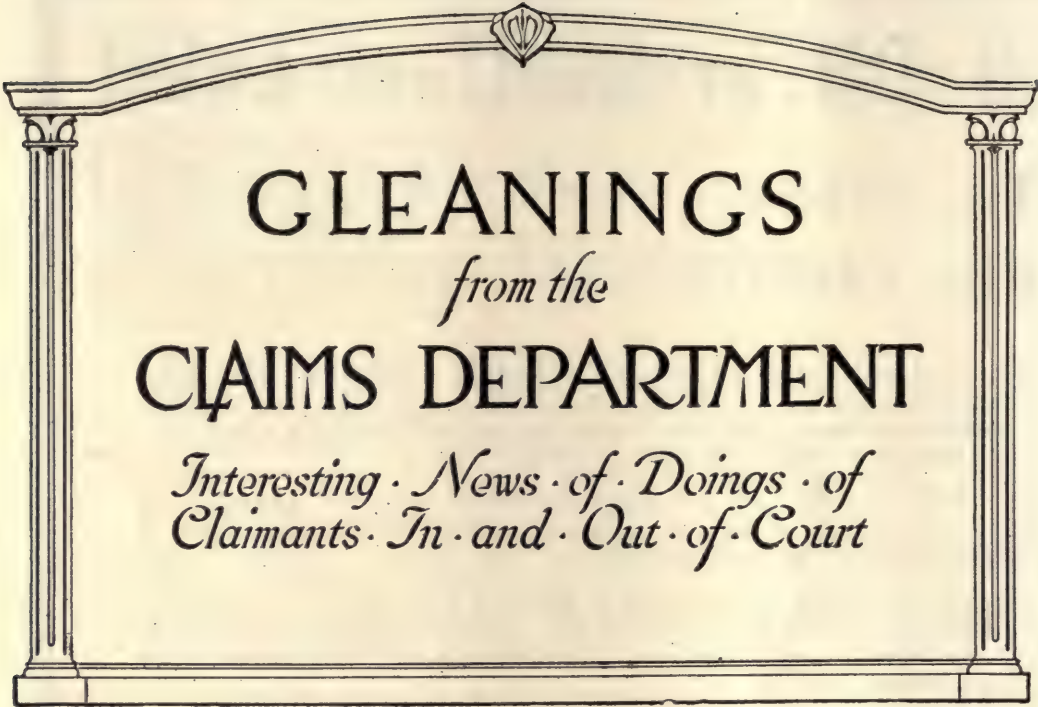
Please find enclosed.....for

\$.....for which please issue me.....Shares of the

Capital Stock of the Reelfoot-Ranger Oil Co., at \$10.00 per share, fully paid, and non-assessable. (Par value \$10.00)

Name

Address.....



GLEANINGS *from the* CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

A Resolution Worth Making

Claim Agent F. F. Munson, of Memphis, told the writer a few days ago that he had made a resolution, or, rather, that he had adopted a resolution made by another. He said the resolution was in writing and that a copy of it had fallen into his hands. He did not know who had written it, but he was ready to adopt every syllable and word contained in the resolution, and intended to try and live his life in the future in accordance with it, and he commended it to others. A copy of the resolution to which Mr. Munson refers has been framed and hangs in his office and he carries another copy in his pocket. It reads as follows:

"I, a Man, being of sound health and disposing mind, hereby set down these things that I have RESOLVED:

"I will profit by the experience of others and will not wait to learn sense by my own experience. I will be

teachable. From every human being I encounter I will learn something. I will decide by my intellect what my tastes ought to be and make myself like the right things. I will put away the weakling's argument that I can't help my likes and dislikes.

"I will keep clean in body and mind. I will not accept as a satisfactory standard what the majority of people are and do. I will allow no person nor institution to coerce my opinion; my judgment shall remain unterrified, unbribed, unseduced. In this I will not be truculent and offensive, but modest and open to conviction. I will not declare my belief in anything social or scientific that I do not clearly understand. I WILL LEARN TO DO SOME ONE KIND OF WORK EXPERTLY, AND MAKE MY LIVING BY THAT. I will take from the world only the fair equivalent of what I give it. I will never take revenge,

will harbor no grudges and utterly eliminate any spirit of retaliation. Life is too short for destruction; all my efforts shall be constructive.

"I will not engage in any business or sport that implies fraud, cruelty or injustice to any living thing. I will hurt no child, punish no man, wrong no woman. In everything I do I will strive to add a little to the sum of happiness and subtract a little from the sum of misery of all living creatures. I will constantly try to make myself agreeable to all persons with whom I come in contact. I know death is as natural as birth, and that no man knows his hour. I will not fret at this, nor dodge it, but so live that I am ready to go. I will believe that honesty is better than crookedness, truth is better than lies, cleanliness is better than dirt, loyalty is better than treachery, and love is better than hate or coldness, * * * * I will trust my life and my career to an un-failing reliance upon this creed."

WONDERFUL RECORD FOR SAFETY MADE BY A DIVI- SION CAR FOREMAN

Mr. McEwen entered the service of the Illinois Central as a car repairer more than twenty-five years ago. Since that time he has held positions as sub-foreman, engine carpenter foreman, mill foreman, and finally division car foreman, which position he holds at the present time. His jurisdiction extends over McComb, Brookhaven, Asylum and Gwin Shops. He has under his supervision at McComb Shops alone an average of 550 men. He is Chairman of the Safety First Committee of the Car Department and is a most ardent supporter of the Safety First movement. Every machine under his jurisdiction that possibly can be guarded is guarded. Places where the men work are kept clean. Every man who is not regarded as a careful man is talked to about his practices and if he cannot be prevailed upon to correct them he is asked to

hunt somewhere else to work. Mr. McEwen's good work has very materially assisted Master Mechanic Roddie in making a wonderful record for Safety, the McComb Shop District now standing at the top of the list of all shops on the system for Safety.



ROBERT M. McEWEN, DIVISION CAR FOREMAN, McCOMB, MISS.

For a period of one year from January 30, 1919, to January 30, 1920, there was not a reportable personal injury in Mr. McEwen's Department. That is a record to be proud of. It is true that Mr. McEwen has had the co-operation of every man in his Department. Claim Agent Small writes as follows in regard to Mr. McEwen's work.

"Mr. McEwen has the best organization for Safety that I have ever seen or ever heard of on any Division. His Safety Committee is composed of only six men, but each and every man in his Department considers himself a

member of the Committee. His record is one the entire Division is very proud of and I think the entire system should take much pride in such a record. The record which Mr. McEwen has made can be accomplished by others if they will apply themselves to the task as he has done."

AFTER THE KINGFISH

Claim Agent Charles Cary is sojourning at Miami, Fla., where he will remain until the 1st of May. He writes as follows about a thrilling fishing expedition he had a few days ago:

"The kingfish grounds lie about six miles off Miami Beach along the edge of the Gulf Stream and daily fishing yawls and craft of all classes leave the pier for these waters in pursuit of these wonderful fish. I took a fancy to Capt. Hatch, one of the doughty captains of a fishing boat, and finally he agreed upon a day that I might go to sea with him after fish. I was on deck at 8:00 A. M. and took my place in the cockpit of his nifty little boat, which looked sort of light-weight to me to tackle the Atlantic Ocean, but we shoved off, the engine began to chug and she headed across Biscayne Bay for the ocean. As we went through the opening between the bay and ocean, the sea began to be rough and roll us heavily, so that I began to think of matters unsettled and more or less motile, and the Captain suggested that I go to the cabin and lie down until we passed these narrows. I agreed with the Captain in all that he had to remark at that time, but at the same time I was full of uncertainty and misgivings and was dubious as to whether I would be able to retain them, but a dash right out into the ocean relieved me entirely and here we encountered a gentle swell that was not unpleasant, and here the Captain opened up some tackle the likes of which I never saw; he attached a hook that seemed to me was intended to hold the boat instead of catch fish, a pole over an inch and a half thick and a reel that was big enough to hold a clothes line, cut a portion of the belly

of a fish he had on board and baited the hook, handed the whole device to me and told me to cast overboard and let her out about fifty feet. This I did as he slowed down the engine to about four miles an hour, and I waited to see what would happen. In about ten minutes I felt a distinct hard jerk on the line, like it might have caught on a log, and not to be uncivil I returned the salute and yanked back, so that whatever it was that had recognized me might understand I was on the line and ready for business, but as soon as I yanked I was not expecting such an immediate reply, and all of a sudden came a jerk that nearly took pole, line and fisherman overboard. I thought the thing would wrench that pole out of my grasp in spite of all I could do. Capt. Hatch came to my aid and told me to let him out, but hold tight line; it was then the great blue sides of the fish showed up as he broke water, jumping into the air about four feet and swinging his head violently; then he gave me another wallop and came nearly jerking me out of the boat again. I had a notion then to let him go and see if I could not catch one that was more docile and not make such a fuss about it, but Capt. Hatch told me to just hang on, reel him in when I could and draw him alongside and he would gaff him in, but that fish did not have the same notion about it that Capt. Hatch had. I finally got him alongside when Capt. Hatch brought him over and in the box. On the scales he weighed sixteen pounds, a fine kingfish, but of the average size. We remained out at sea until 4 p. m., bringing in eighteen kingfish, one amber jack and a dolphin; the latter weighed twenty-eight pounds, and to me is an ugly brute, while the kingfish is trim and of fine outline. We pointed the nose of the boat for the bay and she rode high and hit the waves splendidly, for the tide was running out at that time. I sat there and held on and thought. First I thought of the most thrilling day of my life and then I thought if it

would be necessary to go down to that cabin again. I began to feel like the latter would surely claim a majority, for about my waistline I began to co-ordinate with the waves, but I managed to maintain possession until smooth water was reached. One of my fish was bitten clear in two and the lower half of the body gone when I brought it up. Capt. Hatch said this was the everyday custom of the sharks that infest these waters. One boat landed one of these monsters, a hammer-headed shark, the largest fish I ever saw, weighing eight hundred pounds and about twelve feet long. They are fit for nothing, the hide being like sole leather and they give off an odor that makes you think it would be pleasant to meet a skunk. But understand me that all sharks down here do not thrive in water. I can prove this by about 70,000 witnesses, but I think I shall go again some day after partaking of a very, very light breakfast. In fact, if I could gaze upon the photograph of some food, I feel it would go better when at sea in a small boat. It was a wonderful day and thrilling experience, but I was petered out and went to bed at 7 p. m.

MUNSON AFTER CARY

There is an old adage which runs, "Don't count your chickens before they are hatched." Bro. Chas. Cary, in the January issue of the magazine, indulged in the pleasure of counting his chickens in advance; he wrote at great length about the superiority of the Illinois Division, incidentally throwing a few bouquets at Bro. Cary.

Had he waited until the final figures on performance had been compiled, perhaps he would not have been so "cocky."

Admitting that he was running a good race, and made a good showing, he will have to admit that the Springfield Division jockey threw some dust in his eyes, to use his own language.

He also mentioned the fact that Munson and Scott might well keep

the figures before them, and emulate his example, intimating that the Mississippi Division had been left at the post. The writer will have to admit that the 1919 race showed that division to have been listed with the "also rans"; but having won the 1918 Handicap and leading at every turn, was overtrained for the 1919 Derby.

When a division gets to the top, there are of course no more rungs to the ladder, and if it wants to keep in the habit of climbing, must get another ladder, or get down and start up again; we are taking the latter course.

Let Bro. Cary pin this prophecy up where he can see it every time he gets the monthly figures: "The Mississippi Division is in the 1920 race to win," and it will stand him in hand to store up a lot of surplus energy during his sojourn in Florida. He will need it if he enters the 1920 event.

WASTE, EXTRAVAGANCE AND DANGER CAUSED BY LIVE-STOCK TRESPASSING ON RAILROAD TRACKS

Mr. T. L. Dubbs, superintendent of the Yazoo and Mississippi Valley Railroad, has furnished the *Pilot* with the accompanying cut of live stock trespassing on the railroad tracks at Cary. The cut was made from a kodak picture taken by one of the employes of the railroad. The picture portrays a situation of danger to the traveling public and to trainmen, caused by trains striking live stock while trespassing on the tracks. It also portrays the cause of a great and inexcusable waste and loss of wealth to the country, state and nation.

Thousands of head of meat and draft animals are annually killed on the railroad tracks, and in no state is this loss and waste as heavy as in the state of Mississippi.

On the Vicksburg Division of the Yazoo and Mississippi Valley Railroad, which is the division under the jurisdiction of Mr. Dubbs, extending



from Cleveland to Vicksburg, and from Coahoma to Rolling Fork, with a few short branches, two hundred thirty head of stock have been killed since the first of the year. At a conservative estimate this stock is worth \$18,000.

At the present time, there is a great shortage of meat, and it is so high that many people are unable to have it on their tables at all. For this reason, and the further and more important reason, that live stock trespassing on railroad tracks are apt, at any time, to derail a train and injure employes and passengers, it would seem that the people would become interested in trying to remove this evil by preventing their stock, and the stock of their neighbors, from trespassing on the railroad tracks.

The Yazoo and Mississippi Valley Railroad has spent a great deal of money in building fences, but the difficulty is that the building and maintaining of fences does little toward ameliorating the live stock trespassing evil, because most of the live stock are killed inside the station grounds within the town limits, as illustrated by the accompanying picture taken at Cary, where fences can not be maintained without interfering with the free access of the public to the railroad premises for the transaction of business.

This is a matter, which must, sooner or later, attract the attention of the

people, and especially, county, state and federal authorities. The drain upon the federal treasury in paying for stock killed by trains while trespassing and the danger to the lives of trainmen and passengers, which includes everybody, because everybody, at sometime during the year, takes a trip on a railroad train, certainly are of sufficient importance to outweigh the slight advantage obtained by owners of stock in permitting their stock to graze on railroad tracks.

The railroad authorities have repeatedly appealed to the public for assistance and co-operation in this matter. They have gotten little assistance. Stock killing is on the increase in this locality, and the railroad authorities are asking stock owners to keep their stock away from the track.—From Deer Creek (Miss.) Pilot.

FLAGMAN ASLEEP ON DUTY KILLED BY TRAIN—MOTHER SUES

Will McDaniel, alias Mance Williams, colored, was employed as a bridge laborer under Foreman Judge McCaleb on the Baton Rouge District. On November 19th, 1918, the bridge gang was engaged in renewing a bridge over West Natalbany river, which is near Robert, La., and McDaniel was sent out by his foreman to

flag. They had several bents of the bridge torn out and it was of course necessary to protect trains by flagmen to keep them from going into the open bridge.

McDaniel went to his post about one quarter of a mile from the bridge. Being out in the woods alone, he became sleepy after a time, and in spite of the important duty he was charged with, that of protecting trains from going into the open bridge, he stretched himself out at a right angle with the track and went to sleep, his head being near the rail. Nothing happened to disturb him until about two o'clock in the afternoon, when a gravel train came along. The engineer noticed an object on the track when about 150 yards away. He thought at first it was a jumper or a coat, as he had seen several jumpers along the track during the day, which had been left there by section men who were burning right of way. After getting a little closer he discovered it was a man. He then began to sound the whistle and apply the air, but the man made no move to get up until the engine tank struck a torpedo which had been placed only a few feet from where he was lying. When the torpedo exploded, he raised up and was struck on the head by the oil box on engine tank, as the engine was backing up at the time.

Had the engineer failed to see the man he probably would have run into the open trestle. McDaniel was badly injured and died two days after the accident.

Claim on behalf of the mother was presented by a lawyer a short while after the accident. The claim agent endeavored to help her out some by offering her and the attorney a small amount. This offer was declined and suit for \$6,000 was filed by Attorney C. E. Thompson, who also qualified as administrator and brought suit in his name.

The case came up for hearing at Meadville, Mississippi, on January 22, 1920. Before the trial commenced Attorney Thompson asked the attorney

for the Railroad Administration what he would be willing to pay him. He was told that as the railroad had been put to considerable expense in getting ready for trial the sum it would pay would be \$50 less than that offered before suit. He then asked permission to interview the engineer and one other employee witness and after doing so stated he did not think he could substantiate his case and accepted the offer.

The mother of McDaniel now realizes, no doubt, that to "put the case in court" was not a profitable venture to her, for she should have settled with the Claim Department for considerably more than she will now get.

DRIVING PAST "STOP" SIGN SUBJECTS YOU TO A FINE

Hundreds of highway crossings of railways in Illinois have been or are being fitted out with big signs carrying the word "Stop" in large letters on either side of the railway. These signs have been erected by the railroads in an effort to prevent crossing accidents. Many automobilists may know the law in regard to these signs, but it is a safe bet that hundreds do not. A. E. Clift, general manager of the Illinois Central, has recently issued a circular addressed to those who drive or ride in automobiles, in which he says:

"Are you aware that in Illinois, where a stop board is placed at a railroad crossing, any vehicle failing to stop, the party is subject to a fine of ten dollars? All dangerous crossings on the Illinois Central are protected with these signs."

The law to which Mr. Clift refers was passed at the 1917 session of the Illinois legislature, and reads as follows:

"Upon approaching any highway crossing of a railroad at grade, the person controlling the movement of any self-propelled vehicle shall reduce speed of such vehicle to a rate of speed not to exceed ten miles per hour. At all grade crossings at

which 'Stop' signs are placed, the person controlling the movement of any self-propelled vehicle shall bring such vehicle to a full stop at such 'Stop' sign, before proceeding over the railroad tracks. Failure to bring such vehicle to a full stop at such a crossing before passing over the tracks of the railroads, as herein provided, shall be deemed a misdemeanor, and the person guilty of such misdemeanor shall be subject to a fine not to exceed \$10 the proceeds of fines so collected to be paid into the county treasury, and used to maintain the highways of such county."—*Bloomington (Ill.) Pantagraph*.

QUICK ACTION BY ENGINE CREW PREVENTS SERIOUS ACCIDENT

Mr. Jolly, claim agent at Clarksdale, Miss., says his attention was recently called to an exhibition of quick action and good judgment on the part of an engine crew which undoubtedly prevented a very serious accident.

It seems that north bound local freight train No. 92 was on the siding at Hollywood and passenger train No. 24 was rapidly approaching when a white man was seen to drive on the road crossing with a truck. As the truck reached the track the driver killed his engine. It was evident he did not see the approaching passenger train so the engineer and fireman of No. 92 jumped off their engine and ran to him. As they did so he asked them to crank his car, still failing to see the coming train. The engineer and fireman finally succeeded in getting the man and his machine off the track.

C. W. O'Donnell was the engineer and H. N. Carr the fireman. Their action in this matter would probably never have been known had not the conductor happened to mention it to Mr. Jolly. There was absolutely nothing to have prevented the driver of the truck from seeing the passenger train,

yet he failed to look before he drove the truck onto the track, and then he permitted his attention to be so riveted on his machine that after he stalled he still failed to look.

Had the train struck him and he survived he would undoubtedly have insisted that he looked in both directions before going upon the track.

This occurrence explains why so many railroad crossing accidents occur almost daily.

SECTION FOREMAN SUES FOR DAMAGES ON ACCOUNT OF ALLEGED FALSE ARREST BY SPECIAL AGENT

To the January term of the Circuit Court of Leflore county, Mississippi, suit was filed by W. J. Thetford, formerly section foreman of the Y. & M. V. Railroad, on the ground that he had been falsely accused of stealing pay checks and of other irregularities, and improperly arrested by a special agent. He asked \$20 000 damages as balm for his wounded feelings.

The trial was had in January, and it developed that all the difficulty the plaintiff had was in connection with a board bill which some lady in Greenville, Miss., alleged he had forgotten to pay, and she thought he had left town in such a way as indicated that he did not intend to return and pay it.

The only connection the railroad was shown to have had with the matter was that a city policeman at Greenwood, telephoned the special agent of the railroad at Tchula, Miss., who was also a deputy sheriff in that county, and asked him to locate Thetford and hold him pending the arrival of a police officer of Greenwood to escort him back.

On this showing the jury concluded that the Director General ought not to be required to pay \$20 000 or any other sum, and promptly returned a verdict of not guilty.

SUPREME COURT OF MISSISSIPPI REVERSES AND DISMISSES SUIT FOR STOCK KILLED

E. H. McGee, of Lula, Miss., had two very fine mules killed by a train March 15, 1918, for which he asked \$670. The engineer said he did not see the mules in time to avoid striking them. The claim department offered to share the loss and pay Mr. McGee \$325, but he would not take this and filed suit.

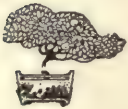
Later the law department offered him \$350, which he also declined. The trial resulted in a verdict in his favor for \$500. Upon appeal the Supreme Court reversed and dismissed the case and took occasion to say that there was no proof of negligence on the part of the engineer; that the only claim of negligence was failure to sound the stock alarm. The engineer, however, testified that he did sound it. The court stated that whether he did or not seemed to make little difference, as there was no evidence that the sounding of the alarm would have frightened the mules off the track and avoided the accident.

Notwithstanding numerous like decisions of the Supreme Court of Mis-

issippi there are a great many stock owners and even lawyers who seem to labor under the impression that when an animal is struck by a train that the railroad has bought it and has no recourse other than to pay for it.

AUTOISTS TAKE WARNING

"Stop, Look, Listen and Think," are on placards sent out by the Illinois Central. These are intended to attract the attention of autoists in the interest of safety at railroad crossings. The constantly increasing number of auto accidents at railroad crossings prompts the issuance of this warning to all who own, drive or ride in autos to Stop, Look and Listen before passing over any railway grade crossing. And while we are on the subject we again rise to remark that Winthrop will some day have warning signals at our three dangerous crossings, but judging the future by the past, that will not be until we have a fatal accident at our front door. A little precaution now might head this off. Other towns that have crossings not nearly as dangerous as ours, are supplied with warning signals, why not Winthrop?—*From Winthrop (Ia.) News.*



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Jimmie D. and Sweetie Get Another Job

Jimmie D. was certainly glad to get back to the city again and did not hesitate to voice his sentiments to Sweetie.

"Sweet', dese here city guys certainly look good to yours truly, look at de way dey walk—hey, do yuh get

it—snappy and just as if dey wuz goin' somewhere's, say, Sweet', I'm gladder to be a hick dan a rube."

"What's the difference, Jimmie?"

"Aw listen to yuh—just as if yuh didn't know—a hick is a city rube, he knows de ways of de wicked town

but he don't always walk in 'em. he's just wise enough to keep out of it; yer rube gets in over his head de fust shot and at de end of de week finds hisself broke and longin' fer de farm. Now I'm a hick becuz I don't wear creases in my pants an' brush my hair strait back, but I know enough to keep away from de other fellow's game and save my kush—in udder words, I'm part ways wised."

Sweetie was only half listening, for at the end of Jimmie's remark she suddenly said: "Jimmie D., I've got an idea and I want you to listen while it's fresh in my mind."

"Go ahed and spiel, ol' kid, de wire's open."

"Jimmie, it won't do for you to go back to your old job for a while yet and we can't get along on nothing or on what I might make, so it is up to you to look for something which will pay us for a few months."

"Listen to de wise one—say, what's de big idea?"

"Well, you know that you can't stand an eight hour shift shut up in those shops for a while yet, you must get something which will keep you out of doors and give you plenty of exercise in the fresh air—just think of it, Jimmie, if half of the office workers would walk from two to five miles a day in the open air the amount of sickness would be lots less and they would be able to do their work with half the effort and twice the efficiency"

"Stop de car, conductor, an' let me off, you're goin' too fast."

"You know what I mean, Jimmie, so don't try to be funny—it's up to us to get a pair of outside jobs which will pay enough to live and it is not going to be an easy thing to do."

Quite a little distance had been walked by this time into a beautiful residence district, with wide driveways bordered by beautiful trees and handsome residences with spacious grounds and well kept lawns and flower beds of variegated and prismatic colors. It

was evidently a region in which only very wealthy people resided and the residences were large and impressive in appearance, most of them having a garage which would have made Jimmie and Sweetie an excellent home. Jimmie was just about to speak of this when from the porticoed doorway of a stucco mansion just across the boulevard a white haired, handsomely dressed lady rushed, wringing her hands and screaming in an agonized manner.

"Gee, Sweet', pipe de dame—she's goin' nuts."

"No, something is wrong—hurry, Jimmie—see if you can't help her."

Jimmie, nothing loth where any excitement was concerned, ran across the street and, as he came closer to the house, realized that the place was on fire, a thin curl of smoke just then beginning to show from an upper window.

"Cut the big noise and I'll help you, mum."

The woman only looked vacantly at Jimmie and began to sob piteously. This was too much for him and, getting the better of his excitement, he placed an arm around her shoulders, awkwardly patting her as he said,

"Don't take on so, mum, take a long bret' an' tell Jimmie D. yer trouble."

"My daughter," she sobbed, "sick in bed—and the whole room in flames."

"Hully Gee—why didn't yuh say so before . . . ' and pushing her rather violently aside, Jimmie dashed into the big hall way and up the wide stairs at the back.

He found the whole upper floor thick with acrid smoke, which poured out from a door way to his left. Grabbing his big bandanna handkerchief from his pocket, he tied it quickly around his mouth and nose and pushed into the cloud of smoke, trying to keep his attention focused on the fact that it was the second door on the left which was to be his objective point. He could hear the roar and crackle of the flames as he advanced and his eyes smarted so ardently that he was forced

to close them and feel his way along the wall.

"De secon' door—de secon' door," muttered Jimmie, as he made his slow way into air which already grew scorching and biting as he drew closer to the source of the fire. His breathing grew labored and every breath burned and smarted his lungs as though he was inhaling fire itself; his head, which had remained pretty clear up to this point, began to feel queer and dizzy and his knees gave down twice, the third time dropping him to the floor.

"Now dats dam' queer," said Jimmie mutteringly, "I can get me bret' better, guess I'll just stay like I am, like a mut."

At this moment he heard a faint scream just ahead of him, and realized that he was just opposite the sought-for door. He changed his direction and headed towards the place from which the scream seemed to proceed—and promptly butted his head against a hard board, which feeling assured him was the side of a bed. Cautiously raising to his knees, his groping hands felt a slight form underneath the bed covers, and he heard faint moans coming from his right.

Without stopping to ascertain more, he grabbed bed-covers and the moaning body beneath and, throwing his burden over one shoulder, with his face hidden by the protecting bed clothes, he staggered from the room.

How he accomplished the rest of the journey he never knew, only faintly realizing that a strong arm went around his waist and a rough but kindly voice shouted in his ear. "Lean on me, bo, you're doin' fine."

A few moments in the open air partially revived him and he opened his eyes to find the weeping but joyful Sweetie bending over him and calling him things which made him strangely happy; he tried to say something reassuring but somehow his voice would not work and his eyes smarted and watered, but not from smoke this time.

All the time that Jimmie's head was clearing up and his legs getting stronger, firemen were working on the burning mansion and evidently succeeding in their efforts, for presently a big man with a white helmet came out on the stone veranda and held up his hand. The thickened line of hose began to get soft and flabby and soon lay flat; the fire was out. When this fact had penetrated Jimmie's somewhat befuddled brain, he struggled to his feet and, holding tightly on Sweetie's arm, said thickly:

"Come on, ol' gal, let's beat it."

A startling interruption to his "beating it" occurred just then and one which Jimmie would willingly have avoided, for it was none other than the stately white-haired woman, now anything but dignified and imposing, who rushed up and, precipitating herself upon the dazed and embarrassed James, began to pour forth her gratitude for his brave deed, ending her emotional deluge by asking what she could do for him.

"Aw hell, mum, dats nuttin—nuttin at all, an' if yuh want to give me sumthin'—why, make it a little whiskey."

Almost immediately it seemed to Jimmy, a dignified red faced individual with knee breeches and brass buttons on his long coat appeared before him and offered what tasted to Jimmie when he had gulped it down, the best drink of whiskey he had ever imbibed.

Artificially strengthened and fortified he was able to then tell the lady, in answer to her many questions, who he and Sweetie were and that they had no home, having just returned from the West.

"Well, you and your wife need go no further today, you are to remain my guests until you feel sufficiently recovered to talk over the future," and turning to the dignified red faced functionary she said, "Whitlow, show these friends of mine to my son-in-law's house next door and make them comfortable until dinner time."

That evening Sweetie had dinner

with the Jasonbys and, later on, a long talk with the kindly white haired Mrs. Jasonby, the immediate consequences of which were quite sufficient to keep her from getting anything more than mere snatches of sleep during the night—in fact, before the renewed and invigorated Jimmie was more than half awake in the morning, Sweetie was talking at a most amazing rate of speed and telling what sounded to be a most amazing story, concerning thousand dollar gifts, positions as companion to the invalid daughter and family chauffeur and much more, to all of which Jimmie finally succeeded in getting in an inquiry.

"Hol' on a minit, Sweet'—which one of us is dreamin'?"

"Neither, Jimmie D. and it is just as I tell you and all because you saved the life of their invalid daughter, of whom Mr. and Mrs. Jasonby think more than anything else in this world."

And Sweetie began to dance wildly around the room, a procedure in which the faithful James, after several moments' deep cogitation, joined her.

It was fully three months after the events told above had taken place that Jimmie and Sweetie, now comfortably established in the upper story of a very pretty garage on the Jasonby property, sat themselves down to breakfast. The sun was shining brightly on the happy pair, but failed utterly to make brighter their happy faces, for Jimmie and his wife were happy and healthy. Their new positions were almost sinecures, requiring as they did comparatively little of their time, their salaries were deposited in the bank almost untouched and both of them weighed more than they ever did and ate and slept like happy children, which indeed they were.

"Jimmie, do you realize what good the persistence of a good habit brings, you who used to laugh at me for lecturing you on keeping your window closed at night and who used to get up

after he thought I was asleep and close the very window I had opened."

"Ol' gal, you are certainly the goods, an' I wuz a fool not to know that yuh was right—time has proved it to me, but what is dis new line of talk dat yuh are givin' me lately about deep breathin' and walkin' and eatin' only when yer hungry—huh, is dat strait?"

"Listen, Jimmie, you drive a big car around two or three hours a day and do a little work in the flower garden; now that is not enough exercise for a man and you ought to stand in front of the open window two or three times a day and take in a long breath slowly, while you are counting ten, and then let it out slowly again. You should do this ten or more times, increasing the number by five or so each day, until you can take thirty long breaths without any distress or fatigue; then you should walk from two to five miles every day and always do it briskly and energetically, because—"

"Say, Sweetie, you're the best ever when you don't use them big words, why don't you practice talkin' to people in words they can understand—it'll do a hel—I mean, a whole lot more good."

But his wife was too thoroughly in earnest to stop and again started in with, "and about eating, too, food that you do not feel the need of does not do you any good; no matter if it is twelve o'clock and you know it is dinner time, if you do not feel hungry, don't eat, wait until your appetite demands food."

"An' what about drinkin'—should a man take a drink every time he feels thirsty?"

"Yes, when it is the right kind of drink, but to drink whiskey every time you are thirsty is wholly wrong and moreover deprives the system of its needed amount of water."

"Den yuh 're a teetotaller, are yuh?"

"Yes, and I am for the personal

liberty of everyone who does not use necessities to make others unhappy or deprive them of the things they want—there is great need of curbing intemperance in eating, in amassing money, in

selfishness and disregard for 'the other fellow'."

"Three cheers fer you, Sweet', I'll tell de world you are some wife."



Fulton



Post Office

Kentucky

Usona Hotel



*City Hall -
Masonic Temple*



Roll of Honor

Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
Richard B. Nolte	Engineman	Mattoon, Ill.	40	9-30-19
William H. Burke	Switchman	Chicago, Ill.	19	11-30-19
Charles B. Foote	Engineman	Champaign, Ill.	42	11-30-19
William H. Gossard	Operator	El Paso, Ill.	28	1-31-20
John Easom	Section Laborer	Depoy, Ky.	19	12-31-19

Passenger Department

Little Talks with the Rambler

Notes of Interest
to the Service



When the Unexpected Happened

"The unexpected always happens you know," said the Professor's Daughter to Mrs. Tyro as the two sat together in the latter's cozy sewing room. Mrs. Tyro was busy on some apparent renovations of the children's wardrobe, while Louise (for such was the name of the Professor's Daughter) was listlessly looking over the pages of her friend's scrap book of kodak pictures.

"Those pictures are mostly the work of Snap Shot Bill," Mrs. Tyro had remarked as she had handed Louise the book, "although why we add to the good plain cognomen 'Bill' that 'Snap Shot' prefix I can't understand. As a matter of fact, he rarely takes what is generally meant as a snap shot. He most always uses a tripod and makes a time exposure. But of course," she had continued, "there are some other pictures there besides those taken by Bill. Howard is represented by a few; so is the Rambler. All the children's little Brownie kodak snap shots are there, as well as a few I took myself. There may be also some fugitives taken by friends; but the most

and the best of them are Bill's. Some of his are wonderfully interesting, at least to me, in the story they tell, and others I think are most effective artistically."

After this there had been a silence between the two for a while as the one turned the pages of the book and the other matched and dexterously sewed on missing buttons. Finally, however, the recently received wedding announcement of a distant mutual friend occurring to Mrs. Tyro she mentioned it to her companion. The latter responded with her remark to the effect that it was the unexpected that always happened. "To think," she added, "that Grace, after going with that man Baxter so long, should marry some unheard-of man; unheard-of at least to us, without warning; and, it looks to me as if in a hurry. And everyone thought she was as good as engaged to Baxter. Anyway, I did. Have you heard from her yet?"

On receiving a reply in the negative, the Professor's Daughter began looking at the album again. As she scanned the prints she seemed to be-

come suddenly interested in one, for she quickly looked up and compared it with a framed picture that was hanging on the wall over the mantel. It was a photograph of Mrs. Tyro clinging to a large block of ice that was protruding at an extremely acute angle up out of an ice pack that bordered an expanse of icebound water. With her body stretched at full length along the surface of the block she with outstretched arm was clinging with one hand to its upper edge; her face clearly depicting a mixture of surprise and alarm.

"Yes," Mrs. Tyro said in answer to her look of comparison, "that over the mantle is an enlargement Bill made me of the small one on that page there that he took last winter. It represents my thrilling adventure, which, by the way, might very appropriately be described in brief as 'when the unexpected happened.' You have heard of it, of course?" On her being assured to the contrary, she continued: "As you know, I am a dune enthusiast. In Spring, Summer and Autumn my trips there are more than frequent. A visit to them in Winter however, had never appealed to me until I was over-persuaded by Snap Shot Bill. While aware that nature has much to offer at all times and in all places, it had never seemed that compared to other seasons the mid-winter at the dunes had enough to offer from my point of view to compensate for its cold, its biting winds and general air of desolation it must give to that otherwise fascinating region. I have never been a hiker merely for the sake of the hike, as are some of my friends who make the dune trip in winter. But Bill tramps with his kodak anywhere and everywhere the year through. As there are 'sermons in stones' to some, so there are pictures in everything, or next to nothing for him. So when he dilated on the possibilities of some effective snow scenes of the dunes; or if such should prove a disappointment on the interest in seeing how the dunes compared in their winter aspect with

their appearance at other times, I finally consented to go with him. Back of it all, however, was my thought that being in the open for a day would give me a much needed toning up; and, as you know, I am not much afraid of cold weather. But of course I dressed for the occasion as we were having rather a snappy spell just then and I was in doubt as to how much colder it would prove to be down in that open country bordering the lake."

"Oh," interrupted the Professor's Daughter as she laughingly affected a shiver and a shrug, "the thought of such a trip gives me chills. How did you bundle up?"

"I didn't 'bundle up'," was the smiling retort. "I said I dressed for the occasion — my heaviest underwear, wool stockings, thick-soled hiking shoes and arctic overshoes; the last in case of encountering deep snow and not worn until the dunes were reached. I had on a wool skirt; my very short but warm tweed ulster coat and a stocking cap pulled well down over my ears completed my costume. There was nothing bundled up about that, was there? I forgot to mention," she added as she glanced at the picture over the mantel, "that as I was about to leave the house that morning I cast aside all pride in appearance, and to keep my hands warm substituted a pair of Howard's leather fur-lined mittens for my muff. This was for greater freedom in walking, but it was lucky I did so, for those mittens cut quite a figure in my subsequent adventure that day.

"Although not so particularly early, it being in midwinter, the day had not yet dawned in full when I started from home, and the thermometer registered only four above zero. However, when the sun came out later and after we had walked briskly for a while, on reaching the dune country we were not at all uncomfortable; especially as by noon the temperature had risen to about eighteen above. But a high wind was blowing from off the lake which, as we approached the shore, stung our

faces so that we were glad to get under the lee of the bordering line of dunes by wandering behind them for the first hour or so. Finally, becoming immune to all weather conditions by our sharp exercise, we went over the ridge down onto the beach.

"There we found a sight beautiful and impressive. The surface of the lake as far as the eye could see was covered by broken masses of ice, the sharp, heavy wind shoreward driving the masses of the floe against each other with frequent loud reports. On the beach were huge irregular blocks of ice piled up at various angles as the result of the driving. Of course Bill took several pictures of ice scenes, but the wind was so cutting there on the shore that even he was willing to get away as quickly as possible. But before leaving he suggested a last picture; it to be of myself on the ice—'just as a record of your having been here amid such scenes,' he said as he indicated to me where to stand on a firm area of ice extending out a little from the shore, while he set up his tripod opposite. Up to then the explosions we had heard had been in the distance, but I had just got posed and Bill had his cable release in hand to make the exposure for my picture when with a sudden cracking and crunching, followed instantly by a loud report, the ice first began to sink from under my feet and then shoot upwards, it finally settling and becoming lodged as you see it in the picture. It was all done in an instant, so that I had no time to realize anything or take conscious action until I found myself clinging with one hand to the upper edge of an ice block that had been forced out and up from the shore ice by the wind pressure on the floe back of it. Of course I was at first so dazed that I did nothing but instinctively cling; but in that time I subconsciously saw Bill give a start and unconsciously, as he afterwards told me, press the cable release of his kodak before dropping it and starting for me on the run; the ice on which

he was standing having remained firm. He first brought me to my senses by shouting as he ran for me to cling with both hands.

"It was then that I realized how fortunate was my having on the leather mittens," Mrs. Tyro continued as she threw a garment on which she had been engaged on the back of a chair and began to pick up and place in her work basket scissors, threads, buttons and the like as if through with her mending. "Had I taken my muff as I first intended I doubt if I would have gotten clear of it in time to grasp that upper edge of the ice block when that unexpected upheaval came. Then it would have been into the water with me, for when the block finally settled at its acute angle it left open water at its lower end. But even free of the muff I doubt if I could have clung to that ice as I did but for those heavy, fur-lined leather mittens. I was sprawled at full length over that cold surface and could not have held on long with thin gloves. However, when Bill reached me it was a problem with him for a minute how to get me off; but finally by his direction I worked myself hand over hand to the end of the block and then swung off, Bill first grasping me by the waist so that I landed easily on the firm ice at the end, on which he was standing. "But certainly," she concluded, "if there ever was a case of the unexpected happening, that was one. Or rather, that was two," she corrected. "The one when the ice broke and tipped up, and the other when Bill unconsciously got the picture; for he afterwards told me he was positively dumfounded, when on developing his film on which he knew he had other exposures, to find on it that picture. In his surprise at the sudden happening on the ice he had snapped it unconsciously."

While Mrs. Tyro had been telling this experience the Professor's Daughter had continued to perfunctorily turn the pages of the album. When the former had finished, however, she put the album aside and began to help her

friend carry the mended articles to the various drawers and closets where they belonged. This was finished just in time for them to go down stairs to meet Tyro on his arrival from the city, and whose voice they had heard in the hall. Much to the surprise of the Professor's Daughter, but not to Mrs. Tyro, he had brought the Rambler and Snap Shot Bill home with him to dinner.

"Well, surely everything does help!" was the exclamation of the Rambler on seeing the Professor's Daughter. "I was worrying about how that cough was getting along that you had at the theatre party the other evening, and here you are to tell me. Am glad to see it has evidently not developed into the flu as yet."

"I have no cough now, but this surprise of seeing you verifies a claim I made to Helen only this afternoon, so I am particularly pleased to see you," was the quick retort. "The claim," she continued, "being that the unexpected always happens. I did not expect to see you this evening, you know."

"That reminds me," spoke up Bill as he turned from hanging his overcoat and hat on the hall tree, "that one of the men in the office told me a story the other day about the Rambler that fits right into that unexpected happening business. Remind me to tell it bye and bye Louise"—it will be remembered that the Professor's Daughter lived in Snap Shot Bill's home town and that the two had known each other from childhood days.

The Rambler on hearing Bill's remark looked quizzically at that irrepressible but said nothing. Mr. and Mrs. Tyro, however, looked at each other significantly on hearing the exchange of greetings between the Rambler and the Professor's daughter. The greetings had been in such subtle tones and inflections that each might be easily put to it to guess how much was banter and how much was earnest on the part of the other. The Mrs. was inclined to believe it all to be the

latter, while her husband mentally opined it to be mostly "josh".

Without having to be reminded Bill started in at the dinner table to tell the story of the Rambler that he had referred to in the hall. He hardly got fairly started, however, before the Rambler interrupted with a disgusted "Oh! you are getting the thing all bawled up, Bill. Wait until we come to the nuts and I will tell it myself. Not", he added to those present as a whole, "that it amounts to much, but it does illustrate the point that suggested it to Bill's mind." Later, after the dessert, the Rambler was reminded of his promise and so related the following experience he had encountered some years previously.

"A large corporation which for reasons of state I will content myself with calling 'The Bee Buzzing Company,' had called a meeting at its headquarters in a certain city of its entire corps of outside representatives. The number of these representatives was very large; they were scattered over all parts of the country, and many of them were even located in foreign countries. As their expenses to the meeting were to be paid by the company, all details of transportation movements for them were arranged for at headquarters. It naturally followed that railroad solicitors of all degrees were busy with the Bee Buzzing Company's man having the disposition of routes and special trains to the meeting. In fact, a battle royal followed between some of the lines, but when it was practically over and the smoke had cleared away I found that the road I represent had nothing to its credit. As a matter of fact, however, for territorial reasons there was but one thing that we could reasonably expect, and that was a special train on a night's run, say from A to B. When I learned that we had lost that I went to the Bee Buzzing man to talk it over with him and to find out, if possible, why the X road had been selected instead of ours. He was courteous, but challenged me to show why the X road

should not have it. 'There are numerous occasions where I have and can give your road business, account of the wide range of territory it covers,' he said, 'but I seldom have an opportunity to do anything for the X. So I feel disposed to take this opportunity in its favor. Have you anything better to offer than it has—better cars, time, rates, condition of road, courteous treatment, or anything else?' I fumbled around the best I could in reply, but in the interest of truth and fairness to my rival had to eventually admit that as between the two roads it was a fifty-fifty proposition. So of course I gave up all thought of securing that special train and began to cast about in my mind how to gracefully retreat from the subject. To do this last, I asked him if I might look at the itineraries that I saw on his desk of the various groups of his men that he had planned to concentrate at various gateways to bring them all to a certain rendezvous preliminary to the final run to the headquarters city. He said I could look at the itineraries as much as I liked, knowing that I could have no selfish motive in running through them after the question of the A-B special train had been settled. In fact, I really was not particularly interested in those itineraries; but to make my request good I took the first one that came to hand and began to glance through it rather superficially. It happened to be that of the last run—that from the last and greatest rendezvous to the headquarters city of the company—a run involving one railroad only. I noticed in it that he had arranged for parlor cars only on all of the many special trains that would be necessary to complete the movement. The run was an all-day one, and practically all by daylight. It seemed logical in consequence that he should have arranged to have all parlor car trains. But the thought drifted into my head as a mere speculative suggestion, 'why parlor cars; why not sleeping cars?' Then I expressed my thought in the form of a question, ask-

ing him if he would like for me to suggest where he could save money. He jumped at that, saying that was what he was there for, to save money. Then I asked why he did not use sleeping cars, putting four men in a section instead of giving a chair to each man as would be the case with the parlor cars. 'There will be no night ride in the trip,' I said, 'and I should think the men would rather be together in the open sections where they will be socially grouped. Then again, it will be cheaper for you. You are to pay \$1.50 per seat in the parlor car, or \$6.00 for four men. A section in the sleeping car would be \$3.60 for four men. Now figure it out; you know how many men you are going to carry.' He eagerly snatched up the itineraries and for five or six minutes was busy with pad and pencil making figures. 'Why,' he said at last, 'would you believe it; that makes a difference to us of a little over \$700.00. Are you sure of those figures?' Then as if not trusting my reply he reached out for his desk telephone and called up the representative of the road over which the movement under discussion was to be made. The result of that talk evidently pleased him, for as he hung up the telephone he said, 'You were right, Rambler; and it makes no difference to him whether we use the sleeping cars or the parlor cars. That special train from A to B is yours.'

"I was never more surprised in my life, for my suggestion as to the use of sleeping cars had been simply a matter of general interest. The thought of using it as a business argument in my own favor had not entered my mind. But you see," the Rambler concluded with a smile, "it surely was a case of the unexpected happening."

As he finished, Bill blew a cloud of cigarette smoke through his nose and saucily remarked, "Well told, Rambler. I know you told it better than I would have, for I had forgotten those figures. But judging from the strict attention Louise has paid to your nar-

rative, I believe she could tell even a better one on the general proposition that it is the unexpected that always happens. Louise, how about it? I was startled from Mrs. Tyro that you started this dogma this afternoon."

While it is doubtful if Bill intended anything covert in his remarking on the attention the Professor's Daughter had given to the Rambler's story, she blushed when he said it and when he called on her for a story she was momentarily much confused. However, she quickly recovered sufficiently to say, "Unfortunately I have no experience to relate that will bear on the subject. But my father once had an unexpected happening forced on him when one of his Chinese students retaliated for a scolding he had been given by bringing the Professor the next morning a present of tea, water lily bulbs and some lichee—lichee being a famous Chinese nut."

A laugh went around at the manner she had repelled Bill's attack, and Tyro said to him jocosely, "Now it's up to you, Bill." Mrs. Tyro suggested an adjournment. At this last, chairs began to be pushed back preparatory to rising when Bill held up his hand and in a serio-comic tone said, "Don't, good people, desert me for a minute. The Rambler wouldn't let me tell his story, and Tyro has just challenged me. Let me tell Slim's story. He's not here to tell it for himself and it is

short. Besides, as a backer of the dogma that the unexpected always happens it has the Rambler's beat."

With smiles of expectancy the company listened while Bill hurried through his narrative. "It was some years ago," he said, "that in..... an important piece of business was on the tapis that brought at least a dozen railroad men into the city to solicit it. The movement, which was to be a large one, was absolutely controlled by one man, named Ben, and you can imagine that individual was cultivated to death by those dozen railroad fellows. Among these last was one chap who talked a great deal too much; he also was one who did things. On one of his trips to see Ben he carried him a bottle of whiskey. Ben accepted it with such apparent gratitude, and made much use of it, that the donor went about bragging that the business was as good as his. He still held to that opinion, and to his boasting, up to the morning of the very day that the business was to be awarded. On that morning, however, a thirteenth railroad man made his appearance for the first time. He talked with Ben for about an hour and walked away with the business. That man was Slim," Bill impressively ended.

"Slim should never have left the service," said the Rambler as they all rose to leave the table.

Notes of Interest to the Service

Edgar L. Vincent has the following story in "Ticket Agent Talks." It is entitled, "I Am Protecting My Train."

"I rounded up a first-rate fellow the other day. I had been looking for the past six months for a man who would come into our business and take some of the load off my shoulders. We had tried a number who applied and it cost too much to wait on them and break them in; but this man—Why, he sees what needs doing and does it, and he doesn't balk, either!"

The speaker, the managing head of a great business concern, sat at his desk, and while he was speaking, a hearty smile lighted up his face. It was evident that he felt that he

had made a big find in the new man. He had as his listener the leading member of another large business house across the way.

"That's fine! I am interested in this! Any more where you found this one? I've got a place for one or two of that stripe! How did you find him?"

The pleased look became wider until it spread all over the big man's face.

"It was this way. I was down in the lower part of the country. Something had stopped our train. A good many got up and went out to see what was wrong. I was among them. I saw a sturdy young fellow jump from the rear of the train with his flag and start on the run down the line. Now, you

know, I always want to know the how and the why of things. So I took after the flagman. I thought, 'maybe I can't run quite as fast as you can, but if I am a bit slower, I can get out where you are going, and I'll do it, too!'

"I reached the place where the young fellow was standing, with his flag unrolled, ready to wave the minute the second section came in sight. He glanced up in a surprised sort of a way when he saw me come puffing up after him.

"'Pretty good runner, sir!' he said, laughing. 'Anything up?'

"'I'm up, or maybe I ought to say "all in!" I just thought I'd like to see what was going on out here. What are you doing?'

"'Doing? I'm protecting my train.'

"'My train!' And it wasn't his train any more than some of the rest. But I liked it of him. Right then and there I made up my mind. 'I'm going to get you, if you don't watch out! Men that have trains of their own are too scarce to pass by in a hurry!' Well, we stood there and talked about the different ways a flagman has of protecting 'his train' by night and by day; and before I was through I knew more about flags and torpedoes and fuses than I ever had known before in my life.

"But finally the signal came for the flagman to get back, and he ran, and I did my best to keep up with him. As he swung on the train I climbed up after him.

"How would you like to try some other line—of business?" I asked. 'Inside work with a big firm, for instance, partly at a desk in a building where there would be lots to do? We would start you out at say eighteen dollars a week and there would be a chance to get higher.'

"If he had looked at me queer before, he now glanced over at me as if he thought I must be an escaped lunatic. I could see that he did not think me in earnest.

"I mean what I say! There's my card! And I passed it over to him. 'We've got a place for a live man!'

"'When would you want me to begin?'

"'As soon as you can get there. We wouldn't care how soon!'

"I went to the door on my way to my car forward. As I opened it I glanced back. 'I believe I'll try it!' he threw out at me. Well, a week later he 'arrived.' We were ready for him and he for us. We have tried him in every hard spot we could think of. He's landed on his feet so far. Of course, everything is new to him. Serving as flagman on the fast express and filling the bill in here are two different things. But let me tell you this: A man who grabs every emergency with the assertion. 'This is my job,' is the man we want."

"And the man all the world wants," said his listener.

"Well, they'll not get this man. It's 'my train' with him now."

"Our Monthly Message," of St. Louis, has the following:

"A Man went up the mountain of Opportunity.

"CHEERFULNESS sped him on his journey from the inn below. HOPE was the sun that shone before his pathway.

"AMBITION walked beside him and ENTHUSIASM was the light in his eyes that looked ever toward the summit.

"As he journeyed HONESTY, LOYALTY and SINCERITY—three soldiers in the same company—became his bodyguard.

"Before every obstacle an ally rose to help him. It was PERSEVERANCE.

"As he rose into the clearer air he felt already the stimulus of SUCCESS.

"But as he set foot upon the solid earth of his PURPOSE achieved, he suddenly knew that the real pilot of his pilgrimage was none of these.

"It was a friend he had been too busy to be aware of.

"It was WORK."

Efforts to reach and explore ruins of ancient cliff cities, known to exist in Zion canyon. Utah's newly created national park in the southwestern part of the state, will be made during the coming summer by a party of archeologists and geologists, several of whom are attached to the University of Utah, says a daily press dispatch from Salt Lake City.

The cliff cities never have been visited because of their inaccessible location on the high bluffs. It is hoped, however, the difficulty will be overcome by the lowering of the explorers from the tops of the bluffs by ropes.

"Long-range photographs taken show the cities are large, and their adobe houses are clearly outlined and appear to be in perfect preservation."

Under the title of "Dining Car Forward," Fairfax D. Downey contributes the following "Poetical Shimmey in Nine Stanzas Through Twelve Cars" in a recent number of "The Milwaukee Employes' Magazine."

Last call for dinner—

Rise from your seat,

Sink back gracefully—

Then repeat.

Start for the diner—

Right and left sway,

Meet fat lady in the

Narrow way.

One step forward.

Then two steps back—

Shove her in the wash room,

All clear track.

Train starts to lurching—

Down on all fours.

See funny names on the

Vestibule doors.

Meet hungry fellow—

He says "Hey!"

Going to the dining car?
 T'other way!"
 Reverse your engines.
 Feeling pretty sore.
 See the silly people you
 Saw before.
 Trip over baby—
 Land on your ear.
 Smell chops aburning—
 Diner's near.
 Dodge past a waiter—
 Train takes a loop—
 Put steadying hand in
 Someone's soup.
 Sit next to lady
 Whose husband has gone—
 Order an oyster cocktail—
 Party's on.

My parents said I must not smoke,
 I don't.

Nor listen to a naughty joke,
 I don't.

They made it clear I must not wink
 At pretty girls, nor even think
 About intoxicating drink;
 I don't.

To dance or flirt is very wrong,
 I don't.

Wild youths chase women, wine and song,
 I don't.

I kiss no girls, not even one,
 I do not know how it is done,

You wouldn't think I have much fun.
 I don't.

—Exchange.

Not only strike while the iron is hot—
 make it hot by striking.—*Agency Items.*

Why drag her father in and say
 He "led her to the altar?"

The average bride could make her way
 Alone and never falter.

—Stars and Stripes.

Probably the most important and unfortunate letter of the alphabet is the letter E because it is always in viEw, and likewise in troubleE. It is always in dEbT, always out of cash, always in dangEr and forever in hEll. Nevertheless it is the center of honEsty, the alpha and omega of ExcellencE, it is never in war but conspicuous in pEacE. It is 50 per cent EasE and the end of misfortunE. SLEEp has its full share of it. LibErty is built around it. Without it liFE would be a joke. Yet it is always in dEath and prominent in hEavEn.
 —Clipped.

A Chinaman, late in the evening drawing water from a deep well, saw the full moon shining at the bottom of the well. "I must get that out," said he: "the world can't get along with the moon down a well." He made a terrific effort, jerked up the pail and fell over on his back. Looking up, he saw the moon shining safely in the sky. "That was good work," said he.—*Clipped.*



Division News

General Office.

The bowling team in the office of the assistant federal auditor for the third time tried their luck at beating the land and tax department; but the third time was the sorriest attempt of all as will be observed by the details below.

Assistant Federal Auditor	Kimbell's Team			Total
Ecklund	169	140	132	441
Beck	188	137	128	453
Krubeck	171	158	143	472
Collier	172	167	158	497
Rau	155	139	147	441

Totals	855	741	708	2304
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Land and Tax Department.

Coble	173	141	174	488
Reilly	176	156	134	466
Hogberg	161	121	152	434
Riley	200	222	188	610
Enright	243	145	198	586

Totals	953	785	846	2584
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AUDITOR OF STATION ACCOUNTS

The month of February passed so fast that the recording historians in the Accounting and Statistical Departments hardly had time to smile. The rate of speed reminded one of riding on the "Panama Limited." It had a tendency to make news in general also limited.

Railroading is somewhat of a human check-board. The employees represent the checkers and also the players and it is a continuous game. We are either on the winning or losing side. Time and experience make us more proficient in the game. Do not block its progress, but keep on moving and make every move count for the goal—the king row. If you get on a side track and seem to be handicapped, the only remedy is to use your brain and you will always be able to find the main line. Think of yourself as one of the players in this big game and don't be a loser.

J. W. Diamond, on December 31st, left the service of this company to accept a position as manager in the circulating department of a large publishing house in this city. Mr. Diamond has held various responsible positions in the Accounting Department for the past twelve years, and at the time of leaving the

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

service he was chief clerk of Miscellaneous Accounts Division. While his many friends regret losing him as a co-worker, they extend to him congratulations and wish him success in his new vocation. Our friend Mr. "Diamond" is true to his name, as he carries with him that bright and optimistic nature which illumines and inspires all those with whom he may be associated.

J. C. Fail, W. J. Lamon and E. H. Stark, the merry trio, celebrated with "soft colors" Washington's Birthday in Memphis. They would not have returned on scheduled time had it not been that they had documentary evidence of being associated with this company.

R. W. Snyder spent a very pleasant time in St. Louis visiting his mother and many relatives.

Leo Palmer has been working a great deal overtime, but not at his desk. If you wish to become personally acquainted with our Junior Accountant he may be found most any evening at the soda fountain booth at White City dance hall. He likes to hear the jingle of the glasses and coin. Leo, you cannot disguise yourself with a white uniform and having your hair curled.

Edna McFadden, of Mattoon, Ill., has accepted a position as typist. We know as time goes on she will learn to love our "city lingo."

If you like to hear good darkey stories as it were from the original package, ask our traveling auditor, G. R. Bosma, of Memphis, to tell one of his latest.

It is strange that the game "bunco" is so popular among the ladies. There will always be many things that seem strange. This bunco bee is getting busy among the ladies in our office, as such parties are coming fast. Misses Jensen. Nelson and Kruger took the initiative step in this fascinating game the other evening, and it has been told that Miss Jensen won a five pound box of chocolates as first prize, while Miss Kruger won the booby, consisting of a package containing one lemon.

Our general accountant, O. W. Enholm, is wondering what the "wild waves" are saying. In order to enjoy the sport of former days he went skating at Jackson Park lagoon to try to do a few fancy thrills as of yore. He did not believe in danger signs until the ice broke. He was finally rescued after a struggle from his zero bath.

We are glad to see our friends H. L. Larsen, secretary to general auditor of receipts, at his desk again. Mr. Larsen was in the hospital for about ten days undergoing an operation for appendicitis. He speaks very highly of the service rendered him while there.

AUDITOR OF EXPENDITURES

Mr. W. A. Blasing, auditor of expenditures, has resigned effective March 1st, 1920, to accept a much better position elsewhere.

On Thursday evening, February 19th, a banquet, given by the employees of the Auditor of Expenditures Department, was held in the New Southern Hotel, at which time Mr. Blasing was presented with a handsome gold watch and an autographed declaration of the employees, sincere respect and esteem for him. Messrs. A. H. Coates and F. J. Daley presented the token with appropriate addresses, which included the good wishes of the department for a very bright and successful future.

Mr. D. E. Moodie, the toast master, called upon Messrs. C. D. Rau and O. B. Wood for the toasts—"Blasing—The Employer" and "Blasing—The Man." Those gentlemen responded with short remarks relative to Mr. Blasing's extraordinary individuality as an employer and a man.

Mr. A. E. Lawler then delivered a fine address entitled "Au Revoir but not Good-Bye," after which the old Scotch song "Auld Lang Syne" was sung by all present.

Everyone enjoyed the evening, and it was thoroughly demonstrated that Mr. Blasing is appreciated by all, and that good-byes will not be said with ease when he leaves.

INDIANA DIVISION.

Assistant General Manager L. A. Downs traveled over the Division from Evansville to Mattoon, Tuesday, February 17th.

General Superintendent J. J. Pelley was on Indiana Division, February 18th.

Chief Clerk R. G. Miller spent a Sunday in Carbondale recently with sick relatives.

Our sympathy is extended to the family of Passenger Conductor J. E. Brown who died in St. Vincent's Hospital, Indianapolis, February 13th after a several days' illness.

Miss Cora Tiffany of roadmaster's office is at home with an attack of the flu. Mrs. Zella Rose is taking Miss Tiffany's place.

Kenneth Holmes, who has held the position of clerk to supervisor B. & B., is the new material clerk in Roadmaster O'Rourke's office. Wm. Henderson relieves him in Mr. Carlson's office, temporarily.

Operator C. F. Cochran has returned to work after having had the flu.

Norienne Quinn made a flying trip or two to The Windy City this month.

Harry, why did you run away from that party and leave the other two fellows to take all the girls home? Explanations are in order.

Conductor Tommy Thompson had his foot mashed while at Pekin, February 16th. While the injury is painful, it is thought he will only be away from his work about ten days. Hurry back—we rather like pleasant people around.

Best wishes to our two trainmen who were recently married, Switchman John Gerbing to a Mattoon lady and Vic Haynes, conductor, to a Decatur lady.

We are all glad to hear that Trainmaster Vane's wife, who has been quite ill, is improving daily.

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A NATIONAL ORGANIZATION—ESTABLISHED 1910

Please mention this magazine when writing to advertisers.

Conductor M. O'Dea and family are expected back in the near future from Florida where they have been spending several weeks. That new young employe we see running here, there and everywhere is our new messenger, Glen Killman.

Assistant Chief Clerk Earl McFadden has accomplishments other than those manifested in railroad work, as he keeps "the rest of us" supplied with "fresh country eggs" from his chicken farm.

WISCONSIN DIVISION

Raymond A. Carney

Raymond A. Carney, former clerk in the freight agent's office at La Salle, passed away January 24th at his home 937 Rush St., Chicago, after a brief spell of pneumonia. Ray was a son of the late Chas. Carney, former supervisor of the Wisconsin Division, and for a number of years prior to his entrance into freight service, was chief clerk to the supervisor. During his stay in La Salle Ray became quite popular among his fellow employees and they were greatly grieved to learn of his death. At the time of his death he was employed as chief clerk for the Marquette Cement Mfg. Co. of Chicago and had been employed with them about a year. A number of the local employees attended the funeral February 27th, the interment being made in Mt. Calvary, Chicago.

KENTUCKY DIVISION

Twelfth and Rowan Street, Local Freight Office, Louisville, Ky.

Mr. W. S. Thomas, yardmaster Central City, visited briefly with us on January 27th. Inspectors of the Southern Freight Inspection Bureau made a check of our platform on January 28th.

We had with us on February 2nd Mr. L. W. Hazelhurst, city freight agent, Memphis, Tenn.

Miss Elizabeth Jenkins was indisposed a number of days the first part of the month as a result of a slight attack of influenza.

Miss Josephine Jecker, of the accounting department, was absent for several days account of an attack of influenza, but is at her desk again.

Mr. J. C. Loomis, manager, Southern Freight Inspection Bureau, paid us a visit on January 29th.

Assitant Accountant Mr. J. L. Blandford, was confined to his home a couple of days suffering from a severe cold.

Division Claim Clerk Mr. L. J. Fossee, made check of the Louisville station on February 5th.

After an absence of several days on account of illness Miss Alice Alsmiller, in the billing department, has resumed work.

We hope for another pleasant visit in the near future from our cordial friend, Mr. A. J. Mason, agent, Central City, Ky.



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Mr. J. E. Nicklies was indisposed as a consequence of a slight attack of the influenza.

The many friends of Mr. Leonard Bartlett will learn with pleasure that he is improving rapidly, after many days of intense suffering from the flu and its evil effects.

Miss Edmonia Dougherty has been confined to her home a number of days account of severe illness. We hope to have Miss Edmonia with and among us soon.

Tennessee Division

Clerk E. E. Mount and wife spent week end in Bradford. They say they are always glad to know it is Sunday, for that is the only time they get a square meal. Mr. Mount says if they were all Sundays he could enjoy life on his salary.

Miss Celia Irvan, operator, is enjoying a month's visit with relatives in Dixon, Tenn.

Mrs. Leslie Castleberry says punching and pecking the typewriter is too much for her, so she decided washing, mopping, cooking, ironing and all such easy work would please her better and in order to have all such luxuries she thought Mr. Bob Adams was the very one, so they were quietly married in Chicago Thursday and will make their home in Gary, Ind. Mr. Adams extends a cordial invitation to all of the office force to come up and spend a month or two with them in the rear future.

Miss Lois Covington, record clerk, went to Forrest City, Ark., past week to accompany her mother home, account Mrs. Covington being sick.

Mrs. W. R. Hales, stenographer to trainmaster, visited her brother in Jackson, Sunday.

Miss Ethel Smith, clerk, road department, made a pleasure trip to Hickman in order to get to go over the C. M. & G. Railroad. She states this is a very fast train, and only killed about one-half dozen pigs, dogs and cows.

Miss Mabel Green, agent, Hickory, Ky., visited friends in Viola, Ky., few days ago.

Chief Clerk P. P. Pickering, wife and son Paul Jr., spent Sunday in Eddyville, Ky. Paul says it was pleasure indeed to talk with old friends. It recalls the days past and gone.

Master Mechanic Grimes was in Chicago on company business for a few days the first of the month.

Mrs. H. Howard visited relatives in St. Louis this month.

Miss Katie Patterson, stenographer to the master mechanic, spent the 3rd in Memphis taking in the Robert Mantell plays.

Mr. C. R. Knowles, superintendent water service, accompanied by Mr. J. F. Raps, made

inspection of the pumping plant and water plant at Jackson shops on January 19th.

Mr. N. W. Spangler, trainmaster on the Jackson District paid the master mechanic's office a brief call on February 4th.

Mr. J. M. Woodson, assistant roadmaster of the Birmingham District was in Jackson on company business on February 4th.

Mr. J. M. Egan, general superintendent, stopped over in Jackson from train 23 to No. 9 on the morning of February 5th.

We were pleased to have with us on the 3rd, Mr. W. D. Stokes, our former assistant general storekeeper.

T. O. Martin, blacksmith foreman, is in Chicago on business.

MISSISSIPPI DIVISION.

The "Fixed Signal" on the rear of train No. 33 has been laid up at Grenada with the "flu" for the past several days.

Tonnage Clerk J. J. Ford has been granted a six months leave of absence to "try out" life on the farm.

"James Shoe Hospital"

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Jackson, Tennessee

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Mail Order Shoe Repair Shop in the
south. Send us your old shoes
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Instrumentman Accountant George Lord is a frequent traveler on Nos. 34 and 33 these days. Very convenient service, don't you think George?

Assistant Engineer J. T. Westbrook was a Memphis shopper a few days ago, but does not report finding any "bargains."

Miss Fleeta Hellums, clerk to trainmaster, was a McComb visitor last week end.

Quite a number of the office force off this week, victims of the influenza epidemic, namely: Roadmaster J. W. Kern, Chief Dispatcher L. S. Houston, Dispatcher T. Q. Ellis, Assistant Accountant B. G. Wright, Division Clerk E. A. Cleveland, Clerk H. B. Tyler and Miss Katie May Moorhead, stenographer. We are glad to report all now on the road to recovery.

Timekeeper J. L. Anderson has been off several weeks account scarlet fever. His desk is being filled by "Crip" Hollman.

Clerk T. H. Harper visited homefolks at Harrison a few days last week.

We are glad to see chief clerk to Superintendent J. W. Tarver back at his desk after an illness of several weeks.

Accountant G. L. Gafford spent Sunday, the 15th, in Memphis, presumably to see "General Pershing."

Superintendent Caulfield spent several days in Jackson, Miss., last week on company business.

Circular No. 101 has been completed and the temporary force has been disorganized.

Mrs. R. S. Roark, of Paducah, Ky., one of our former girls, visited her parents, Mr. and Mrs. E. McLarty, a few days this week.

Mr. T. H. Harper, who has been employed in connection with Circular No. 101, has been working in the division office for the past week or two to the great satisfaction of a member of the accounting force.

Division Auditor A. A. Savage is in Chicago on some special work. His absence is keenly felt.

BUSINESS CHANCES

MILLIONS are suffering with Rheumatism. Most important discovery of the age. An herb that actually drives the most stubborn case of Rheumatism entirely out of the system. People write us and say they are astounded at the results, especially on the kidneys. Just think of the money making possibilities. Representatives wanted. \$1.12 pound postpaid, 10 pounds, \$5 express paid. Rheumatism Herb Co., Venice, California.

LOUISIANA DIVISION

McComb viaduct is completed and open to traffic. This viaduct links East to West McComb. It is a very attractive structure and is very much appreciated by all.

We Have the Exclusive Sale in Freeport
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The woman who wears a Printzess garment is always well dressed. They are the last word in Paris style — thoroughly distinctive in every way. Won't you write us for a catalogue, or better still, come into our store and look them over?

Freeport's Metropolitan Store

STUKENBERG & BORCHERS

119-121 Galena Street Freeport, Illinois

Miss Loretta Wilhelmsen, chief car record clerk, has an attack of "flu." We hope to see her smiling face at work again soon.

Car Record Clerk Miss Una Holmes and Assistant Statistician Miss Marie Wardlaw took a joy ride in a "Ford" several days ago. The car got angry and tried to run up an embankment several feet high which resulted in Una carrying her hand in a sling for several days. Watch these "flivvers," girls, they are full of tricks.

Car Distributor J. E. Cope will no doubt soon be riding to work in an automobile as he now has two sons working in the superintendent's office. Eye to business, "Joe."

The engineering department was evidently not satisfied with the lights furnished by the company as they have purchased a new one with their personal funds. They are getting "some fancy."

What's the matter with the store department? We never see anything in our division news about them.

Miss (Fatty) Ott, stenographer to assistant chief clerk keeps time with her typewriter chewing gum. Look out, Georgetta, you may disfigure your face.

The only visitor to Mardi Gras out of the superintendent's office was the superintendent's private secretary. He reports everything mighty "dry."

We are very glad to have our agent, Mr. Comfort, with us again in his usual good health after a spell of the flu.

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The Railroad Man's Company

H. G. B. Alexander, Pres.
Chicago

The operating force has a new member, Mr. Gouldman from Madison, Miss., who succeeds Mr. J. R. Youngblood who moved to New Orleans.

We are glad to note that Mr. Crawford, cashier, is again at his desk after a few days absence account of the flu.

We miss a certain voice on the message phone, but are very glad Miss Beulah has been promoted.

Mr. N. S. Lancaster, night foreman, Canton roundhouse, has recently retired on a pension and Mr. J. P. Meek has been promoted to fill this vacancy.

Mr. W. R. Wardlaw of McComb has been transferred to Canton to fill Mr. Meek's place as day machinist.

The ice storage plant at Gwin is being rapidly constructed, this work being in charge of Foreman E. H. Stevens. All will be glad to see cars received at Gwin again.

Better Gwin, larger Gwin. Every one here is interested in a better Gwin and a larger Gwin. New homes are being put up all the time. We are going to have one of the best terminals on the system. This is our aim. This terminal handled during the month of January, 1920, 7,333 more cars than it did same period last year; also handled 5,000 more cars during the month of December, 1919, than has ever been handled through Gwin same period, in the history of Gwin.

Our Agent, Mr. J. J. Carruth, is justly proud of a certificate signed by Mr. Downs

and Mr. Clift, in appreciation of a one hundred percent record acquired by going without an accident during the period of the National Railroad Accident Prevention Drive, October 18th to 31st, 1919.

New clerks come and old clerks go, but the work of the Brookhaven freight office goes on forever.

This station also checked one hundred percent in the recent O. S. & D. Inspection by Division Claim Clerk Puig.

Rumor has it that one of our most obliging young men of the force is to forego the pleasures of single blessedness and take unto himself a wife. Our sympathy, old top.

Our "Chief Yard Clerk," W. E. Cook is expecting to enjoy the carnival in New Orleans.

The new third trick operator, Mr. Seale, is becoming quite popular with the younger set.

The National Agreement between the railroads under Federal control and the clerks has created quite a deal of comment. However, the clerks at this station feel that a person gets out of a job just what he puts into it, and if we are really interested in our work, showing a willingness to do what is right, a determination to do better than any one else the work assigned us, and to profit by our past mistakes, we shall eventually gain such a recognition from the officials of the road, that will prove to us what we have always thought—that their interest in our wel-

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fare was deeper than we could see, and that they were only awaiting the "accepted time" when we had proved by our untiring zeal and energy expended in their behalf that their interests were ours also, to show how much they really appreciated the excellent service rendered them.

Thus this station expects to improve and grow. With "Service" as our watchword, both to the public and to our employes, we hope to place Brookhaven, Miss., at the top of the list for efficiency and good work done. Watch us!

ALMOST INCREDIBLE

But Nevertheless It Is True,
"Damn Me If I Every Tell It Again."

Col. E. D. Frost.

We visited McComb City last Friday and on our return, in company with Capt. W. M. McNulty, that gentleman pointed out a pine log that enacted a part in an almost incredible circumstance that occurred south of McComb City and it was one of those rare occurrences that seldom occur. The circumstance was this: During the prevalence of a severe wind, a large pine tree was blown down, falling across the Chicago, St. Louis and New Orleans Railway, and that part of the tree immediately over the track was two

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feet in diameter. A freight train came along at usual speed, and the engineer discovered the obstacle too late to avoid a collision with it, consequently the engine struck the log. And what is really strange about the affair, the engine and fourteen box cars passed over the log, in running order—save some damage to the cow-catcher. Mr. Jarvis, who is now running an engine on this road, was the engineer of the train that passed over the log.

Mr. Sullivan (not the Sullivan that knocked Paddy Ryan out of time) who is now Section Boss at Chatawa had the log removed from the track. The deep impressions of the wheels are still in the log.

We learned also from Captain McNulty that Col. E. D. Frost, who was at one time connected with this line, related this circumstance to a large railroad meeting up North once, and in relating the same to Captain McNulty, added: "Damn me, if I ever tell it again, for no person would believe it."—*The Magnolia Gazette, Magnolia, Miss., February 17th, 1882.*

MEMPHIS TERMINAL

Local Office

Has been quite awhile since you had any news from the local office, so I will endeavor to mention only a few of the many "happenings" since January 1st.

Mr. C. B. Stovall, chief inbound clerk, has resigned to accept position as chief clerk to our commercial agent.

Miss Mary McHugh, stenographer for the claim department, resigned to accept position in the terminal superintendent's office.

Mr. W. R. Quinn, formerly traveling auditor, has accepted position in the cashier's office.

One of our young lady abstract clerks (Miss Margaret Palmer) stole a march on us last Monday evening by slipping off and getting married. The lucky man being Mr. R. J. Scott. We are not so fortunate as to know him, but we do know Margaret, and think that he should consider himself very fortunate in getting her for a partner through life. We extend to them our heartfelt sympathy and feel that Mr. Scott deserves quite a lot of credit to pull off such a "stunt" during this H. C. L.

Miss Margaret Riedel will succeed Miss Palmer as abstract clerk in the accounting department.

Our station is moving along nicely under the supervision of our new agent and chief clerk, and the employees are all doing their best to help these two men make a success, and feel that it is a pleasure to work for them as both are so very considerate and want to do right by every one.

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Vol. 8

APRIL ~ 1920

Nº 10

ILLINOIS CENTRAL MAGAZINE



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CHARLESTON

MISSISSIPPI

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J. L. EAST

Mr. J. L. East entered service of Illinois Central in station work in 1886. Employed in station and yard work, various stations, St. Louis Division, until 1904.

1904-07—Division Agent, St. Louis Division.

1907-08—Industrial Department, Southern Lines.

1909-10—Inspector of Stations, Northern and Western Lines.

1910-16—Agent Loss & Damage Bureau.

1916-20—Superintendent Freight Service.

1920—Promoted to Superintendent of Stations and Transfers.

ILLINOIS CENTRAL

Magazine

Vol. 8

April, 1920

No. 10

PUBLIC OPINION

"A Freight Rate That Is Too Low for the Railroad Is Too Low for the Shipper"

—Chicago Tribune.

THE VOICE OF THE EAST

Rates and Deficits

Harvey's Weekly, New York

It is not surprising that an increase of rates is deemed necessary. The public has expected it. We may say, indeed, that a large and thoughtful portion of the public has desired it, believing it to be essential for the solvency and successful operation of the roads. But whether that increase will heighten the net cost of the railroad service to the nation, is open to question. We are inclined to doubt it. Under government operation, the rates may have been kept low. But as a result there has been a deficit of tens or scores of millions a month. The lowest estimate of the aggregate to date is in the neighborhood of half a billion dollars. That all comes out of the pockets of the people, just as surely as will the increased freight rates, and we are inclined to think that it has been a bigger drain upon them than the increased rates are likely to be.

In either event, however, there will be this very decided gain; that we shall be doing business on a sound and not on an unsound basis. It is incomparably better, from the point of view of business ethics, to have high rates and to have the roads paying their own way, than to have low rates and to have the roads running behind and showing deficits every month.

New York Tribune

Freight rates have been kept disproportionately low. Shippers have been directly

benefited thereby. But in the larger sense the public—shippers, producers and all others—has been injured by the crippling of railroad service. What is the value of an artificially low freight rate if it disturbs industry, leads to freight tie-ups, to partial or complete shutdowns of production in various communities and to the losses due to such a checking of national energy? For the public the balance is far on the wrong side, leaving entirely out of consideration the injustice done to investors in railroad securities.

Cost of Service Must Be Met

New York Times

It is time for the shippers to recognize that the service of the railways belongs to them, as much as the bond interest belongs to those who have furnished the money for betterments. The stoppage of the flow of funds into railway investments and the turning of railway earnings into wages is not for the advantage of the service of shippers. The growth of the railways has stopped and the growth of the country has increased. The railways are about at the limit of their efficiency, and the country must make up its mind to get along with less railway service or impose an alternative on those who talk and talk and do nothing.

New York Sun

If the roads stayed in the hands of the government the colossal deficits they are now piling up would burst even the United States Treasury unless Congress resorted

to new taxation. This country is done with higher taxes. So it must be higher traffic rates. Government operation or private operation, there is no getting away from the higher rates if the national transportation system is to be saved.

The Most Dangerous Strike

The Street, New York

At present the most dangerous strike threatening our railroads is the strike of the investing public, and it cannot and will not be broken until encouragement is afforded it in the shape of substantial dividends. The roads cannot pay such dividends until their earnings are ample and assured. The core of the railroad problem is therefore adequate rates to encourage renewed investments in railroad stocks by the rank and file of Americans.

Must Pay Their Way

Syracuse (N. Y.) Post-Standard

Inasmuch as in two years of government operation the taxpayers have paid \$700,000,000 in deficits, the increase will undoubtedly be necessary. When the railroads are returned the economies which the government has instituted should and doubtless will be retained; but the economies private operation may introduce, mostly in the line of increased efficiency, will not be great. They certainly will not be sufficient to save \$1,000,000 a day. But this will be accomplished because it must be. The railroads will be given enough revenue to pay their way. The people who ride on the railroads and ship by the railroads will pay the expenses of the railroads. They should pay these expenses. The general public should not be called upon to pay, in taxes, for maintenance of the national transportation system.

Amsterdam (N. Y.) Recorder

The popular attitude toward railroads has undergone a change. Much of the old hostility to them has disappeared. If, hereafter, the owners will center their attention on railroading, and avoid the financial scandals and operating abuses of bygone years, the public will be ready to support the roads in any reasonable demand.

The problem to be faced, after March 1, is one of wages and rates. There will be a request for rates that will enable the railroads to live, to improve and to expand. Shippers admit the necessity of a revision upward.

The public must pay directly for higher cost of railroad operations. But it has grown used to paying more for virtually everything, and if increased efficiency and better service follow rate increases, there is not likely to be heavy grumbling.

Meeting Wage Demands

Boston (Mass.) Herald

One of the most serious problems which railroad managers will have to face when the roads are turned back to private ownership and management is that presented by the numerous demands already made and now pending for increased pay, shorter hours, and other changed conditions, put forward by different groups of railroad workers.

An advance in railroad rates is unavoidable if, in addition to renewing equipment, carrying present burdens and meeting existing obligations, the roads are to meet, even partially, the new demands that await them, and still achieve a fair return upon their investment.

Where Is the Money Coming From?

Springfield (Mass.) Union

The developing business of the country calls for about \$1,000,000,000 worth of annual capital expenditure upon railroads to keep up with the demands. Where is this money coming from, if the railroads are returned to their owners without any prospect except that of losing money as the government is now losing it? To some extent the government has put up money for extensions and improvements, but the cost of these is all charged up against the owners, who must find ways to pay the debt some time. But how are new owners to the extent of \$1,000,000,000 a year to be found when the old owners have only deficits and equipment debts on their hands?

Let the Roads Make Money

Lewiston (Me.) Sun

Let the railroads make money. Let any railroad make big dividends if it can. It is not probable that the management of that railroad will settle back in the easy chair and let the profits flow in. No, the management will work itself to death to make the road bigger and stronger and serve the public better and earn more dividends, and get in more capital and earn yet more dividends. What the country needs most is larger transportation capacity.

As to rates, the problem is not to keep rates low, but to keep them just. The best service that can be rendered the public against the railroad is not to force the rates lower, but to make every rate consistent with every other rate—give equal treatment to all. Equal treatment and improving service.

Fair Margin of Profit Essential

Newport (R. I.) News

Almost all of this money for improvements will have to be paid for by the issue of shares, bonds or notes, but good earn-

ings, a fair margin of profit are essential to make securities sell well. The necessary profits can hardly be obtained without a further considerable increase of rates, especially as the men are preparing to tie up all the business of the country unless a further advance in wages is awarded and are trying to have these wage awards made before the government returns the properties, because the companies would hardly dare reduce wages, although they might pluck up courage enough to refuse an increase.

From some source the companies must receive a great deal of money if they are going to provide the country with adequate transportation facilities, and if the government does not provide the money it must allow the companies to earn it.

Can't Live on Present Income

Philadelphia (Pa.) *Inquirer*

The railways cannot regain their properties with any safety under the old conditions. Business for last year was much heavier than in 1918 and with much poorer results. Seeing that the former year was that of active warfare and the last was one of peace, it is amazing that increased revenue should bring smaller net income. Almost 85 per cent of the gross returns was consumed in operating expenses alone. No railway corporation can live on that basis. There must be higher rates on freight, at least for the present. Nothing could be worse for the country than to have the railways turned back without preparation.

WHAT THE SOUTH SAYS

More Railroads Needed

Manufacturers' Record, Baltimore

We have not yet a completed railroad system, fully equal to the traffic requirements. In the days of great railroad activity, when all sections of the nation were seeking facilities, it was public policy to encourage the investment of capital by permitting the possibility of large profits in return for the risks taken. The overthrow of this policy might be feasible had the country now all the railroads that it requires and were the existing railroads up to the high standard that is requisite, but the facts are all the other way. The country must decide whether it is going to do without railroads or is willing to give investors the privilege of large earnings where they are justified.

Vidalia (Ga.) *Advance*

Government operation of the railroads of the country has proven beyond a doubt that the roads have not been gouging the public in the past as they have so often been charged with doing. With constant

demands for increased wages on the part of their employes on the one hand and an incessant clamoring of the public for lower passenger and freight rates on the other, it has thrown our greatest agencies for progress and development in a precarious condition. It is high time that we show a more liberal spirit toward these public servants and give them that support and co-operation that will enable them to better serve the public.

Meridian (Miss.) *Star*

The railroads got into financial hot water because of too much government bossing. They will get in deeper if this government—political bossing—is to continue.

Turn the railroads back as a business proposition, control them if need be, and we believe they should be, as national banks are controlled. Let them make all the money they can and improve all they can and let the stockholders and the bondholders take the profit and the risk, not the government.

Cannot Choke the Railroads

Savannah (Ga.) *News*

What everybody wants except some few people who are too selfish even to see where their own good rests in the long run, is surely that the railroads shall have the benefit of a living that shall be fair, and that by virtue of economy of operation and wisdom and progressiveness of management and excellence of service they may better that living to a reasonable extent. "The railroads be damned" is the expression of just as dangerous folly as "The public be damned" ever was. Indeed, as one commentator says it. "The railroads are us," and any damning that is done on either side will hurt "us," which means the American people.

We have to have railroads, we have to absorb railroad securities, and have to have good railroad service, and these things cannot be unless the spirit of fairness rules. You cannot choke the railroads and expect them to serve properly the people of the United States.

Albany (Ga.) *Herald*

We may "cuss the railroads" as much as we please, but we not only cannot get along without them, but we cannot afford to permit them to be handicapped by a spirit of hostility toward them, or even by indifference as to what befalls them. If it be true that American railroads must spend three billion dollars in betterments during the next few years, not to make the money available would be evidence of the worst kind of business judgment. The railroads' problems are the public's problems.



Charleston

Tallahatchie County,
Miss.

OPPORTUNITY

Charleston beautiful, the county seat of Tallahatchie County, Miss., is the most enterprising young city of the state. It is located on the Y. & M. V. R. R., in the forks of Tillatoba Creek, on a gently rolling plateau, looking westward toward the great Alluvial Empire. Few places could be found more naturally adapted for residence, business and manufacturing sites than Charleston.

It was on this beautiful plateau and because of its superb location, that the great Chocktaw Chief Tillatoba pitched his tent and from which he issued his sundry commands. The happy hunting grounds of his children lay toward the west in this great valley which still abounds in the wild turkey, the deer and bear. It was here the husky young brave, fresh from fields of war or from the chase, neath vine-covered trellises or spreading magnolia, wooed and won the heart of the sun-kissed maiden.

A volume of romance might be easily compiled, but facts are stronger than fiction and Indian dreams have no place at Charleston. Her matchless forests are yielding up her timber treasures to her manufacturers, while fields of golden grain and fleecy staples follow the woodman's axe.

From a population of 500 in 1906, she has steadily advanced until she has a population of 6,000, and can reasonably hope for 15,000 by 1925. This is expectation based on the fact that gigantic business enterprises involving millions of dollars investments, three magnificent banking institutions, hundreds of new modern residences, many new business houses and the most magnificent school buildings to be found anywhere, have been established.

To those who would like to share in her opportunities in business, manufacturing,

or agricultural pursuits, this city of opportunity greets you and bids you a cordial welcome.

CITIZENSHIP

The citizenship of Charleston is cosmopolitan. More than half the states in our great union are represented in her business, agricultural and professional life. From the north, south, east and west, they have come to Charleston. A more industrious, progressive and cultured people cannot be found. Progress is the watchword, high ideals the standards, while her motto is: "The Best in Everything." The moral and social atmosphere in Charleston is pure and her educational facilities are the best.

Charleston School

R. W. Boyett, Superintendent

No town or country is a fit place to live and rear children, whose school system is poor. From the standpoint of education Charleston grades 100 per cent. Few towns of its size can boast of such handsome, well-equipped and commodious school buildings. The city school system consists of two modern buildings, the grammar school and the city high school, both under the management of Superintendent R. W. Boyett, one of the foremost educators of the state. Under his management thorough instructions and wholesome discipline is maintained, and everything that is required in a modern school system is found in Charleston.

In her high school Charleston offers a classical course, scientific course, commercial course, and a general course, and is in every essential a standard four-year accredited school. The curriculum offered consists of thirty courses, in which are courses in Latin, foreign language, English, mathematics, science, manual training, athletics, home science, history, commercial work, vocal and instrumental music. Be-



*Charleston Miss.
Schools*



ginning with the class of next year all graduates will be accepted without examination to any college in America that accepts pupils upon certificates, as the Charleston High School will be a member of the S. A. of College and High Schools.

Home Economics

This is one of the most interesting features of a modern school. Two splendid courses are offered, sewing and cookery.

Sewing

The sewing room is equipped with sewing machines, cutting tables, and a fitting room. One year is devoted to sewing, in which work is of the following character: Fundamental stitches, cutting by patterns, drafting patterns, machine work and fitting, a careful study of textiles and material is taken up.

Cookery

The cooking laboratory is equipped with eight modern domestic science tables, accommodating sixteen pupils at one time. Further equipment consists of eight stoves and ovens, teacher's desk, supply cabinet, refrigerator, a full set of utensils for each pupil. A part of the course is devoted to training in planning and serving of meals and for this purpose there is a well-equipped dining room.

The course in cookery covers the following: Complete study of foods as to classification, preparation, food value, preparing and serving meals, preservation of foods and care of the home.

Commercial

This department is one of the best equipped of any of the high schools in the state. Courses are offered in commercial arithmetic, bookkeeping, typewriting, short hand and commercial law. The commercial room is equipped with twenty bookkeeping desks, twelve typewriters, with tables for same, adding machine and every device necessary for an up-to-date department of business. This school in the future offers everything demanded of a modern, up-to-date high school.

Tallahatchie County Agricultural High School

J. T. Bridges, Superintendent

In addition to the modern city school system, Charleston is fortunate in having the location of the Tallahatchie County Agricultural High School. This institution was located and established at Charleston in 1917. From its very beginning it has ranked as one of the leading schools of its kind in the state. The buildings are modern brick structures with all equipment and conveniences up to date.

The school has in connection with it a demonstration farm of about 80 acres. This farm is being fenced with steel fencing, the

land is being drained and terraced, and effort is being made not only to make the farm valuable as a commercial proposition for the school, but also to serve as a laboratory for the most improved methods in farming and farm management for the boys attending the school.

In connection with and as a part of the agricultural department of the school is a dairy department, a hog department and a poultry department.

Occupying for the girls a position similar to the agricultural department for boys is the Home Science Department. Frances E. Willard once said: "The mission of the ideal woman is to make the whole world homelike." The girls have their laboratory for learning the science and art of sewing.

It should not be understood that because the Agricultural High School puts so much emphasis on the study of agricultural and home science subjects that other necessary lines of study are neglected. English, history, science, mathematics, music, civics and physical education, find a very important place in the courses of instruction. Industrial subjects are stressed in preference to the classical Greek and Latin courses.

The ultimate mission of the Agricultural High School is to train our boys and girls, on the farm, in the farm and to the farm, in the home, for the home and to the home, to improve and uplift rural life, to lessen drudgery, to increase comforts, to make more attractive the home and the school, and to lead in the development of a sufficient and satisfactory country civilization. It represents the high school opportunity for the boys and girls of Tallahatchie County, and its immediate aim is to train these boys and girls for patriotic and serviceable citizenship in any community. A school equipment valued at a quarter of a million dollars would do credit to a city of 20,000 population.

Farm Demonstration.

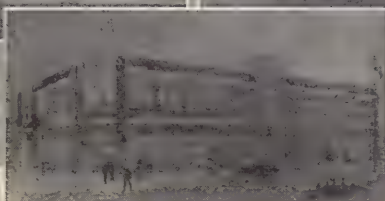
No county in the state is better organized for farm demonstration work than Tallahatchie, and she has a most efficient, energetic county agent, Maurice E. Miller. He is a graduate of the Mississippi Agricultural and Mechanical College and of the University of Wisconsin. He is a hustler, a successful business man and his activities and council among farmers is bearing great fruit in the general improvement of soil, live stock and farming methods of the county.

As a result of successful demonstrations last year he has succeeded in getting the farmers of the county to plant in their corn fields five car loads of soy beans for this year, from which thousands of hogs will be produced for the home and market supply, with a greatly improved soil from the combination of legumes and live stock.

Mr. Miller is sales and purchasing agent for



Business Section



Charleston Miss.



the farmers of the county and by his co-operative buying and marketing he is saving the county a vast sum of money each year. By the system he has built up a small farmer with one hog, one chicken, one yearling or one bushel, has just as good market, as the man with a car load. His purchasing and shipping record shows hun-

ton, the leading breed of hogs being Duroc and the leading varieties of cotton belonging to the long staple type.

Home Demonstration.

In addition to the farm demonstration work, Tallahatchie County has for several years in co-operation with A. & M. College



dreds of car loads of produce handled since he has been county agent.

Another marked service he has rendered is the stamping out of hog cholera, and other live stock diseases by inoculation and vaccination, and it is largely through his influence that Tallahatchie County leads the state in pure bred hogs, and pure bred cot-

ton and United States Government provided and maintained a capable home science instructor for the benefit of rural homes. The work of the home science agent consists of organizing and instructing girls and women's clubs in useful home and culinary arts.

The cooking clubs, canning clubs, garden



Residential Streets, Charleston Miss.





1



2



3



4

Charleston

Mississippi

1. Charleston Cooperage Factory. 2. Lamb-Fish Lumber Co. Main Building. 3. Queen City Box Factory. 4. Plant of Mississippi Wood Products Co., makes Wood Alcohol, Acetate of Lime and Charcoal.

clubs, poultry clubs, bee clubs, and sewing clubs are the principal group mediums through which most valuable information is carried direct to the home. As a result of this work a great improvement is found in the standards and ideals of the home. Miss Katherine Lawless, a graduate of the Mississippi State College for Women is the present capable home science agent.

Charleston Development Club.

In its development club Charleston possesses a potent influence that is making itself felt in every direction where initiative can lead the way to accomplishment.

Organized two years ago with twenty-five members it now has a membership of one hundred and fifteen and expects to increase its roll to three hundred before the year goes out. It is now making plans for per-

every possible aid for the Home Science Agent, Miss Katherine Lawless.

The Secretary and General Manager of the club is Mr. R. H. Pate, who before joining the club in that dual capacity was for nine years superintendent of farmers' institutes for the Mississippi Agricultural & Mechanical College, Starkville, Miss. Mr. Pate, who is an eloquent speaker, is constantly stimulating enthusiasm for the club and its work and handles a large volume of correspondence for those who are seeking investment in the town and its community.

The club raises within itself \$15,000 annually for the expenses of the organization.

The officers of the club are Mr. H. H. Womble, President; Mr. J. H. Caldwell, Vice President; Mr. R. H. Pate, Secretary and Manager; Mr. C. F. Matthews, Auditor; Mrs. F. H. Sexton, Treasurer.



manent quarters. Within the last sixty days it promoted three enterprises, a creamery, with capital stock of \$20,000 and a capacity of 2,000 pounds of butter per day; a sweet potato curing plant with a capital stock of \$46,000 and a capacity of 30,000 bushels, and a steam laundry, capital \$25,000.

The club directs its energies toward civic improvements, the development of the town and its community, the bringing in of new industries and new capital for investment. It co-operates with the county agent, Mr. Maurice E. Miller, in all that goes with improvement in agricultural methods and in stock raising, and in a similar way affords

Churches.

Charleston has four established churches, Presbyterian, Methodist, Baptist and Church of Christ.

The Presbyterian Church was established in 1850, the first church building to be erected in Charleston, and for nearly three-quarters of a century has been a landmark in Charleston. The church has a large and devoted membership and claims 100 per cent Sunday School and a splendid Christian Endeavor Society. Rev. U. S. Gordon, pastor.

The Methodist Church is a commodious, handsome new edifice, has a large congre-

gation, has a large Sunday School, and an Epworth League. Rev. J. Tillery Lewis, pastor.

The Baptist Church has also a large congregation, a good Sunday School, and a Baptist Young People's Union. Rev. J. J. Mayfield, pastor.

The Church of Christ, the youngest church organized in Charleston, has a faithful flock, a good Sunday School, two regular Sabbath services and maintains a full time minister evangelist.

The pastors of all these churches are

lished, Charleston's only newspaper will have gone under a new management and under a new name. Established in 1905, as the Tallahatchie Herald, the paper changed ownership on March 31st, 1920, and will henceforth be known as The Mississippi Sun. The new owners will expand it from a weekly into a semi-weekly and convert it into an afternoon daily as soon as necessary equipment can be installed. As such it will give the community something it has never had—a live daily newspaper.

In the columns of the New York World,



broad gauged, and active ministers, loved by their membership and esteemed by the town generally.

There are many members of other churches in Charleston and new church organizations are contemplated, while the four churches already established have planned great church extension projects.

Charleston's New Newspaper.

Before this magazine will have been pub-

lished, Charleston's only newspaper will have gone under a new management and under a new name. Established in 1905, as the Tallahatchie Herald, the paper changed ownership on March 31st, 1920, and will henceforth be known as The Mississippi Sun. The new owners will expand it from a weekly into a semi-weekly and convert it into an afternoon daily as soon as necessary equipment can be installed. As such it will give the community something it has never had—a live daily newspaper.

ly with the opening it afforded for a live daily paper, that he promptly severed his eastern connections and took over the plant of the Tallahatchie Herald.

Mr. Bramwell Davis, who was formerly associated with Mr. Meriwether on the New York Herald, will be business manager of The Mississippi Sun. With its destinies guided by men of such experience, with the

vial Empire lies in broad expanse toward the west, and Charleston, from its position on the bluffs, overlooks hundreds of thousands of acres which have never been surpassed for fertility and productivity. For countless centuries the cream of the fertility of half a continent has poured into this great valley. In the course of time great forests sprang into existence, from which



Bungalows, Charleston, Miss.



new ideas they bring, the pulling power of the new paper and its broadening influence must soon make itself felt.

Agriculture.

Charleston is located in one of the finest farming districts in the world. The Allu-

is now being taken the finest hardwood timber in the world.

For years and years this timber awaited the coming of the woodman's axe and saw. As the trees are felled the plowman's footsteps follow and these lands come into their glory as they enter upon their mission of

crop production. From three to six thousand and additional acres of the rich lands in the Charleston territory are brought into cultivation each year.

This is the great long staple belt, in which is produced the fibre that helps to clothe the world and make the auto casings on which the world takes its joy rides. Scarcely an automobile is manufactured that does not use the products of this land in either lumber or cotton. The cotton grown on these lands because of its great length of staple commands a high premium in price, many acres producing from \$400.00 to \$500.00 in a single year. More than \$2,000,000 worth of fleecy staple and seed is marketed here annually.

Most of the cotton grown in this section produces a staple that ranges from one and three-sixteenths to one and three-eighths

done by the boll weevil has been many times less than expected and it seems that this terrible little pest cannot do the damage in this section that he has done in the hills and in the alluvial lands further south; for in this section today, long staple cotton is a greater money crop than it has ever been.

Not only do these lands produce cotton successfully, but corn, small grain and other crops do almost equally as well. It is not uncommon to see hundreds of acres of corn yielding from fifty to one hundred bushels per acre, while the same land at the same time produces a good crop of cowpeas, soy beans, that was planted in the corn. Soy beans, cowpeas, velvet beans, lespedeza (Japan Clover), alfalfa, burr clover, red clover, crimson clover, alsyke clover, white clover, sudan grass, oats, sorghum, wheat and rye



*Tallahatchie County
Agricultural High School*

*Charleston
Mississippi*

inches in length, while the average cotton of the South has a staple of from three-quarters to one inch in length.

Even the cotton seed from these lands command a premium in price at the mills because of the fact that they produce much more oil per ton than the seed from other sections. It is also a notable fact that nearly all the farmers in this section are now using pure bred cotton seed that are adapted to their lands and that practically all of the cotton from these seeds are now being ginned in up-to-date system gins.

It is true that the Mexican Boll Weevil has been a threatening menace to the farmers of this section for almost a decade and we have actually felt the effects of his blow on several occasions; but, the damage

are each well adapted to the soils of this section and will produce yields that will rival those of any other section of the country.

Alfalfa produces from four to five cuttings per year, sweet sorghums produce yields that are hard to equal anywhere, oats often average over thirty bushels per acre and twice times that amount of oats per acre has been produced. During the late war considerable wheat was grown in this section and most of the yields run from twenty to forty bushels per acre.

It is true that the alluvial section of Tallahatchie County is seldom thought of as a livestock country, but during the past decade it has been a rather common occurrence for the farmers of this section to ship



*Tallahatchie County Agricultural High
School's Activities Charleston Miss..*



fat hogs and fat steers to the northern markets and top these markets. For some time this alluvial section held the honor of having sold the highest price steers that had ever crossed the scales at the National Stock Yards.

Just to the East, North and South of the city, there are brown loam lands and lands of the loose formation with fertile valleys and running streams. These lands, though not as good cotton lands as the strictly alluvial lands, are well adapted to the growth of this crop and are most excellently suited to the growing of corn, soy beans, cowpeas, velvet beans, sorghum, sweet potatoes, Irish potatoes, small grain, burr clover, crimson clover, Japan clover, white clover, and numerous grasses that are valuable for livestock.

The possibilities for livestock farming and dairying in the hill section of the Charleston territory are excellent. Hog raising and dairying are becoming special industries and diversified farming is rapidly improving the old cotton lands and enhancing their value. Pure bred Durocs and Poland Chinas are finding a place on nearly every farm and the dairy cow has begun to follow them. Orcharding, market gardening, truck farming and poultry raising are highly profitable here and from a home seeker's needs, his every ideal may be realized in the Charleston territory.

Pine Crest Farm.

Rapidly the South is becoming a great live stock country. Especially is this true in hog raising, and the promotion of this industry throughout the country is stimulated by the success of the South's most noted Duroc farm, Pine Crest.

Mr. T. G. James, Proprietor, and Mr. Hugh L. Gary, General Manager, have spared neither time nor money in working out the details of this enterprise. Their good judgment in selecting the blood lines used in their foundation stock has enabled them to evolve and produce a type of hog that yields to none in the show ring, under the auctioneer's gavel, or at the slaughter house.

The recent sales at Pine Crest Farm are a fitting tribute to the merit of this wonderful breed of hogs, and to this most highly specialized industry. Behold Scissors, possibly the most wonderful boar in the world.

Lumber Manufacturing.

It is here that Charleston rests her claim to world pre-eminence. The Lamb-Fish Lumber Co., of Charleston, Miss., is the largest hardwood mill in the world. Not only is it the largest plant of its kind in the world, but the most complete and up-to-date in equipment and management.

All modern improvements and devices which make for economy and efficiency in the operation and improvement of the plant or in the quality of products have been add-

ed from time to time, until the plant is most complete even to the minutest detail.

The average daily capacity of the mill is 150,000 feet of 1-inch lumber. The immensity of this plan cannot be expressed in words, but may be seen in their great moving picture panorama. The annual pay roll of this industry is over \$2,000,000 a year. Lumber is exported from Charleston to nearly every country in the world.

The vastness of this plant is not its only great feature. At the head of it are found business men, the most progressive, magnanimous and public spirited to be found anywhere. President G. E. Lamb, Vice President W. B. Burke, Sales and Traffic Manager Geo. Land, are interested in every civic movement that makes for the improvement and betterment of Charleston, and for financial and moral support they may be relied upon whenever needed.

Other Manufacturing.

In addition to the lumbering industry, Charleston has one of the largest chemical plants in the world, known as the Mississippi Wood Products Co., converting the by-products of the hardwood mill and products otherwise wasted in the clearing of the forest into wood alcohol, acetate of lime and charcoal, to meet the great world needs.

Charleston also has: The Charleston Cooperage Co., Queen City Box Factory, Charleston Creamery, Charleston Ice Factory, Charleston Wholesale Grocery, Charleston Steam Laundry, Charleston Brick Plant, Charleston Bottling Co.; also a large furniture and casket factory and sweet potato curing plant to be erected in the near future.

Banks Are Prospering.

Charleston has two banks in operation and another which will open its doors in April.

The two now in operation are the Tallahatchie Home Bank, and the Bank of Charleston.

By its last statement the Tallahatchie Home Bank showed deposits of \$1,089,947.39 with total resources of \$1,197,522.22. Its president is Mr. T. G. James, Mr. Ned R. Rice, cashier.

The Bank of Charleston has a capital and surplus of \$650,000.00. Mr. J. T. Thomas is president, Mr. W. T. Lambert cashier.

The new bank that is to be opened in April is to be known as the First National Bank of Charleston. It will open its doors with a combined capital and surplus of \$90,000. Its president is Mr. W. B. Burke. Mr. W. P. Alexander is cashier.

As Is the Business So Is the Town.

No city of its size has a more thrifty and successful line of general business and mercantile establishments. She has five modern drug stores, three furniture stores, three hardware stores, five barber shops, eight grocery stores, fifteen general mercantile

houses, two jewelry stores, three meat markets, three millinery shops, five garages and automobile repair shops, two novelty stores, three cafes, two moving picture houses, three hotels, three banking institutions, etc.

supporting the business houses of Charleston is a rich surrounding trade territory with a population of 40,000.

The tremendous growth of this community has been so phenomenal that the post



Homes of Charleston Miss.



These many business houses are located mostly on Main Street and around Court Square, in the center of which is the County court house.

In addition to the local population of 6,000

office recently became unable to properly handle its large volume of business and a large new building for the post office has just been completed on the east side of the square.

Streets.

The city of Charleston will soon have a completed system of well paved streets, adding to the beauty of the town and to the comforts of her people. Advertisements have been made for bids for the construction of a concrete pavement from curb to curb, from overhead bridge east of city to Y. & M. V. depot on the west, a distance of a mile and a half. This street passes around the Court House and will include the paving of Court Square. There will be no better paved main street in any city in the land when this work is completed, and her other streets will be up to a high standard.

Lights.

There is being installed at this time an enlargement of the present plant to afford complete electrical equipment for a city of

15,000 people and along main street will be a great white way with 150 large arc lights.

Water and Drainage.

The city has an abundant supply of pure artesian water, we drained and a complete sewage system.

Sports and Games.

While Charleston is a great place for business, her people are also fond of sports and games and manly recreation. For a number of years Charleston has had the best base-ball team in this part of the state. The many private homes and the school grounds are provided with tennis courts, basket ball and other games. Her golf course is one of the prettiest to be found anywhere. Tourists from the North and visitors from nearby cities may be seen throughout the year indulging in this splendid game at Charleston.



Charleston

Mississippi

"OVER THE TOP"

The above car load of steers were Grad. Angus, averaging 1285 pounds, fed and marketed by John King of Swan Lake, Mississippi, at National Stock Yards, Chicago, on Feb. 24th, 1916. They were sold for "Over the Top" price, over national price, by Stewart & Son, McCormack Company, St. Lawrence, Mo., their buyers for Swift & Company at \$9.70 per cwt. the highest price ever paid for cattle of any breed at this market.

Traffic Department

“S-E-R-V-I-C-E”

The Dominant Slogan in the Railroad World Today.

By Wm. Haywood, Assistant to Traffic Manager.

Sympathetic understanding of and ready responsiveness to our patrons' rights and needs.

Earnest desire and effort to satisfy, to please—to the end that our patron will get all he pays for and be anxious to try us again.

Realization of that sense of loyalty and duty to the railroad whose pay checks we receive. When you are the one with whom the public transacts its business YOU are the railroad.

Vitality of team work, producing that “one-time” transportation, which a well-managed and admirably equipped railroad has to sell.

Initiative of action in serving a patron when your duty is clear. Procrastination or “passing the buck” dissatisfies him and destroys his confidence in you and the railroad.

Courteous reception and prompt acknowledgment and disposition of all complaints and claims of whatever character; those things causing annoyance, but which so long as man is fallible will always be attendant upon the handling of thousands of separate and complete transactions, daily performed by 60,000 employes on a railroad system of 6,000 miles.

Establishment of that vital asset, “Good Will,” that intangible but none the less pulsating something that means success or failure in the conduct of any business, be it the corner drug store, the large department store or a railroad.

Service, as we know it today, is and must be of and for the individual. It is the big part of us. The Great War taught us, at an awful cost, it is true, that even that supreme service, the giving of one's life for his country, was by the individual and for you and me, also individuals.

The accomplishment of Service to the public in the railroad business must likewise be by all of us working as individuals but with the maximum of team work from the President to the humblest employe.

We are told by our superior officers, by the Press, by the public and even by the new railroad law itself that “The Railroads are on trial!” not on trial, I take it, because railroad Managements and employes have been guilty of an offense to

the country as a whole or the communities which they serve, for even the most bitter partisan must acknowledge that the carriers performed well twenty-four hours of every day during the War; not because they have been faithless to their trust in serving the transportation needs of our nation. Rather, is our whole economic system—and the railroad is but one though an important part of it—on trial.

This trial consists of determining whether, with certain added regulations, one of the greatest industries in the country, representing an investment of twenty billions of dollars, shall be operated along the lines of initiative and reward for effort and merit, or whether we must pass on beyond the present new era to one of uncertainty, to a condition which would be the forerunner of a like evolution in practically all lines of industrial endeavor, be it the railroad, the coal, the oil, the steel, the agricultural or other business. This, carried on, might mean rule by the minority or even an Oligarchy. Such may appear far-fetched or imaginative, but changes far beyond this have occurred in other parts of the world the past few years; as to whether they are alluring to us as Americans can be answered in only one way. Consequently, the responsibility upon the shoulders of the railroad man is tremendous.

With most of us, whether trained in the transportation, accounting, legal, purchasing or traffic branches of the service, on the road or in the office, the railroad business is our life's work. We need yield to no line of human endeavor in the bigness of vision, intelligence or hard work required to successfully do our part in the duty of advancing civilization. We may be pardoned if this sounds egotistical, but one of the great troubles of the past has been the failure of the man on the street to understand the railroad man's pride in his work.

With this trial before us then,—what is the greatest requisite to make good to the country that is anxiously awaiting the result? In all seriousness, and with the knowledge that some may scoff at the idea, I say the element of Service is the big force which must be applied, immediately and continuously to convince the Government and the people that no mistake has been made in turning the railroads back to the principle of initiative and reward for merit.

We are not, under the law, allowed to do many things that are proper and legal in the commercial world. There exists nothing to prevent kindly treatment of our patrons, in accommodating them or in treating them as we ourselves would be treated; in fact, there is such a welcome awaiting Service that we can lavish it upon them; of course, always in that dignified way which bespeaks respect.

A great deal of the restrictive regulation which has at times been burdensome to the railroad has been due, not in the main that regulation was always needed, but frequently to retaliation on the part of the public, through their representatives for wrongs committed by the carriers, sometimes fancied and at times real. The fostering of Good-Will by Service should minimize such legislative acts if not make them a thing of the past. Service will also disarm the blatant demagogue and that type of shipper's representative who capitalize and thrive upon the few misdeeds or mistakes of railroad managements. And, while not condoning the latter, call them what you may, it is not amiss to say that the average layman overlooks that the same type of faithfulness to trust has occurred frequently in various lines of commercial endeavor. Does not the application of Service suggest that we might inspire such confidence as will nullify the house-top shoutings of this type of notoriety seeker?

The department man should disappear. The railroad officer or employe who conducts his business strictly along departmental lines, instead of doing what is best for the final interest of his company, determines the difference between the departmental man and the company man. Service and departmental restrictions are not synonymous.

The few suggestions at the head of this article comprise several ways to be of Service to the Public. There are many others; your conception of Service is as good or better than mine, but if we all apply it with a punch behind it, good will, popularity, increased business and prosperity must follow our efforts, and we will all share in them; and too, Service to our fellow man—for remember the Railroad directly or indirectly serves everybody—produces a slow but sure working back fire; it means happiness in the home life and development of personal sociability and popularity that makes for good and produces true citizenship; it inculcates a high sense of respect for authority and which we all need.

But, what can and should we do to make us all an important part of Illinois Central Service?

REGULARITY OF "ON-TIME" TRANSPORTATION MOVEMENT—This is the Keystone of Service. Fortunately, with the Illinois Central this important factor is assured. The Management, from 1911 and up to the outbreak of the War, evincing unprecedented and almost mystical foresight, provided our Operating Department with hundreds of new locomotives, additional freight and passenger car equipment, rehabilitated freight yards and mechanical facilities, and many other working tools which go to make up a well-equipped railroad property. This was forcibly demonstrated during the war when the Illinois Central held the enviable position of being one of the few, if not the only large trunk line which did not have to place one embargo because of its own disabilities. With our old and tried operating organization still intact, there is every reason why our "on-time" passenger and freight Service should continue.

TERMINAL HANDLING—The beginning and end of all movement takes place on the Terminal. It is at these points that the Agent, the Yardmaster, the Switch-engine foremen, with their many assistants, come in daily contact with the patron. Who has more opportunities to make friends for the railroad? One of our biggest shippers tells us that the Yardmaster at his station handles his business so satisfactorily that he gives all of his traffic to our road. Every terminal man can secure freight for the railroad by Service. Every passenger station employe from the Station Master to the Red-cap can increase our passenger train earnings by doing his full duty to the traveling public.

TRACING OF FREIGHT—What is more annoying to the Seller or Purchaser of goods than to have them delayed? No railroad man or progressive shipper has any place for the man who starts a tracer after his car the day it is shipped—but that man whose freight is several days or at times weeks overdue has a right to inquire about and ask us to hurry it through. He is entitled to and should receive a prompt answer; the shipper always appreciates enthusiastic interest in his request on these or other offices.

CLAIMS—What is more important than prompt disposition of those troublesome things, the assumption being that at the same time the claimant will always be fairly dealt with? Here again the Illinois Central has an enviable reputation, but it is a day to day work to retain it.

SOLICITATION—All that has or can be said about Service is solicitation; in fact, the most effectual way to secure and keep a man's business is to satisfy him, and, to do this, one must serve him well. Many successful freight and passenger solicitors seldom ask a man for his business; they do things for him!

RATE QUOTATIONS—It is an inviolable rule in our General Freight Offices that requests for rates or tariffs shall be answered the day received. If necessary to take up with another road to comply, acknowledgement is made on the date received and such information given as is available. If this practice is not followed in every office quoting rates, passenger as well as freight means, if practicable, should be found to adopt it at once.

RATE ADJUSTMENT—The Shipper very properly expects prompt action

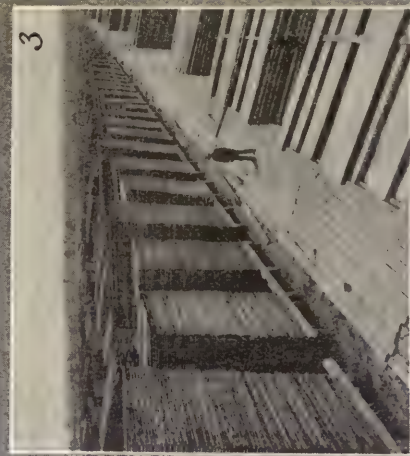
when he presents a request to the Traffic Department for an adjustment of rates to enable him to do business. The machinery is now being set in motion by organization of Rate Committees to accomplish this. The Interstate Commerce Commission must also be consulted in practically every case under the new Transportation Act and the future alone will determine whether the public will be satisfied. With the shipper and carrier each entertaining the proper conception of the other's rights, there is no good reason why we cannot please our patrons in this important phase of Service.

GENERAL AND DIVISION OFFICERS AND THEIR OFFICES—Aside from the general management of their respective departments and the operation of the railroad itself, may I be bold enough to say that all these agencies are functioning every day in handling specific subjects in which the patrons of the road are directly interested? Such questions are frequently before them as a Courts of Appeal and, just as the Agent is expected to decide and dispose of patrons' requests promptly, so should we all at headquarters do likewise. Nothing is more reflective of Good Service all over the road than to find it freely given by everybody. I have seen Presidents and Vice Presidents personally review a trivial claim, trace a car of freight or assist an old lady to a train, because it was their idea of Service. When the conditions justify and a patron has an honest request or complaint requiring in his opinion that it be brought to the attention of an Executive Officer, the General Manager or Traffic Manager, and by them generally passed to other departments for some sort of attention, then it is never too small to be made the subject of prompt action.

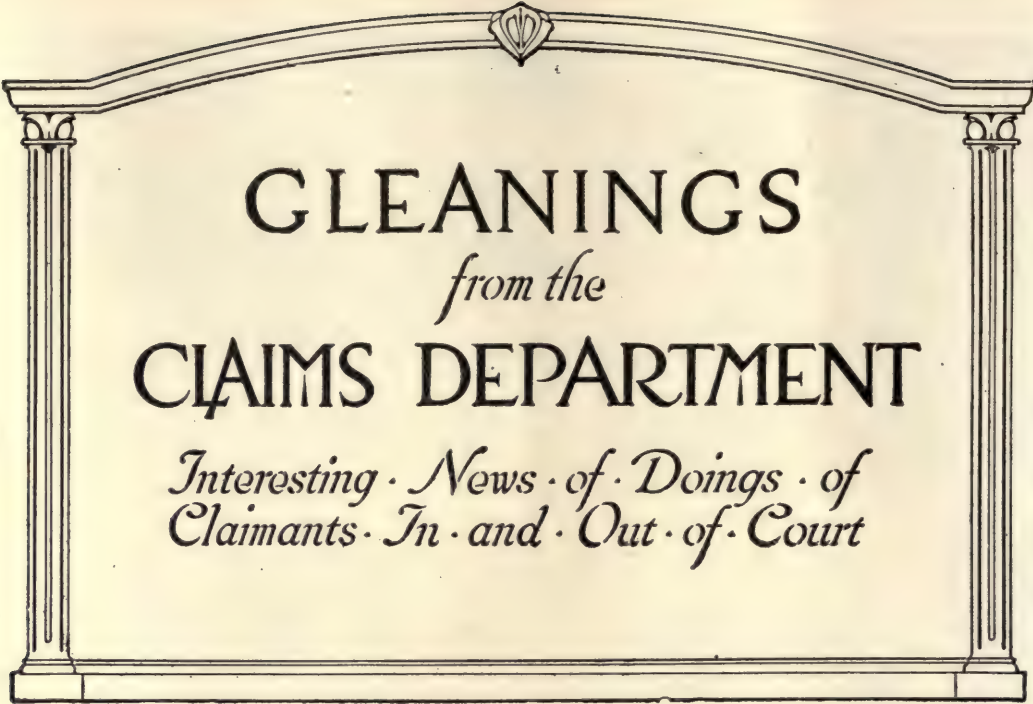
THE TELEPHONE—What an efficient instrument in our hands! It expedites, saves letter-writing and among other uses is the means of practically instant contact with all our customers. While it looks inanimate, it is the most animate thing in our business life today, for there is always a human being at the other end of the wire. Countless friends can be made daily by courteous treatment of the public in our many daily transactions on the telephone. Some people would never look a man in the eye (or a telephone operator either) and talk to him the way they talk, either in tone or substance, on the telephone. It has been the practice of the Traffic Department for several years past, put into effect by the Vice President himself, for every officer, chief clerk or departmental head, or those on whose desks there are telephones, to answer the telephone themselves. The obvious undesirability of having an inexperienced office boy or others who know but little if anything about the railroad needs no comment. How pleasing to the shipper to call the Traffic Vice President, Traffic Manager or the General Freight Agent and find that he is immediately in contact with the man with whom he wants to talk. Several large Industrial Traffic Managers have commented favorably upon this as "Service." Another Industrial Traffic Manager commented upon the Service rendered by one of our telephone operators who, when she found after several attempts he could not get Fordham Yard, due to the lines being busy, took his number and called him back when Fordham was available.

After all, Service is the difference between "Yes" and "No." The positive type of man will always render service; the Negative man finds it difficult to do so. In dealing with a patron the word "No" should be used only when nothing else can possibly be said to him and then not until the one in charge of the particular office addressed has passed upon the request. "Yes" or "No" frequently determines the difference between popularity or unpopularity,—success or failure.

Charleston Miss.



1—Log Train. 2—Electric Truck taking the place of ten mules and carts. 3—Several million dollars worth of hardwood lumber, all at Lamb-Fish Yards, Charleston, Miss. 4—When all trees for saw logs have been cut, crews for the Chemical Plant will cut everything above three inches and the land is immediately prepared for cultivation. 5—At Cowart, 5 miles west of Charleston. Three months before this picture was taken land was covered with timber; five months later a fine field of corn and cotton, such as shown in other pictures.



GLEANINGS *from the* CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Claim Department's Staff Meeting Addressed by Messrs. Kittle and Clift

Senior Vice-President Kittle and General Manager Clift visited the staff meeting of the Claim Department held in the office of the General Claim Agent at Chicago on the 6th ult. Mr. Kittle was first introduced and, among other things, said:

"During the twenty-six months of Federal control we passed through some strenuous times, and during those times the officers and employees, individually and collectively, supported me beyond any expectations of mine. That made it possible for the Illinois Central to make a splendid record. On assuming control of the property on the 1st inst., President Markham paid us a fine compliment on that record. Let me read to you what he said:

"The property of the Illinois Central system has been returned to the Company by the Government and the responsibility for handling it in such

manner as will best serve those dependent on it for transportation facilities again rests upon us. Of all the roads under Government control, the record made by the Illinois Central organization during that period is second to none, and it is a great pleasure to feel that the spirit which existed when it was taken over remains unimpaired. The transition from public to private operation will be attended with some difficulties and will need some patience on the part of our patrons, but I have faith in our ability to overcome all obstacles and to keep the Illinois Central in the front rank in service to the public."

"I wish to take advantage of this opportunity to say that during Federal control no department, no set of men connected with the property, supported me more loyally, more enthusiastically, or more ably, than did you gentlemen of the Claim Department.

"We are now starting out upon a new basis and we are adjusting ourselves to the new conditions as rapidly as possible. The things uppermost in our minds at this time are rendering service to the public and increasing efficiency and economy in the operation of the railroad.

"We are conscious of the fact that the public wanted the railroads to go back to their owners and to private control. It now becomes our bounden duty not to disappoint the public, and we are going to strive the best we know how to merit the confidence reposed in us by the public and to retain the public's friendship. In order to do these things we must render service of a high order and we must manage the property efficiently and economically, and in our dealings with the public we must at all times be tactful and courteous. I am sure that our officers and employees are as tactful and as courteous toward the public and toward each other as are the officers and employees of any other railway system, but we must excel in these respects. We must get ahead of the others and place the Illinois Central system in a position far in advance of all other railroads. That is a goal worth working for and I am confident there will be none more enthusiastic and helpful in assisting us to reach that goal than you gentlemen of the Claim Department.

"I sometimes think that in the conduct of a large railway system little things are more important than big things, because the big things are usually well taken care of, while the little things occasionally receive perfunctory attention. When a shipper asks for information about a rate or any other matter relating to the business of transportation, even the inflection of the voice of the railway representative in replying is important, because it either pleases or displeases the shipper; when an intended passenger approaches the ticket office, the attitude of the ticket seller is remembered either favorably or unfavorably by the intended passenger; conductors, flagmen and porters on passen-

ger trains can add greatly to the pleasure of a passenger through courtesies and little attentions which cost nothing but are worth much to the railway on account of the favorable comment which always follows and which travels far and wide.

"When a farmer has dealings with one of our officers or employees about a right of way fence or the condition of a private crossing, or any other thing, the officer or employee has it in his power to either make a friend or an enemy of the farmer for himself and the railway; likewise, when a claimant comes in contact with a claim agent, the latter can so conduct the business between them as to leave a good taste or a bad taste in the mouth of the claimant.

"It is just as easy, and far more satisfactory in every way, to adopt an attitude of kindly and friendly interest in every patron of the Company with whom we are called upon to deal, and in every member of the public with whom our business brings us into contact, and if I could have but one wish gratified, that wish would be that each of you gentlemen, and every officer, and every employee, of the Illinois Central system, would consider that he or she had been charged with, and had accepted, the responsibility of helping to bring about that happy situation.

"There is no set of men connected with the property that comes in closer touch with the public than you gentlemen. That gives you an exceptional opportunity to make friends for yourselves and for the Company, and thus makes your positions doubly important, because the more friends you and the Company have, the easier it will be to render service and to operate the railway efficiently and economically. We want everybody to know that in its dealings with the public, the Illinois Central system does not seek advantages of any kind; that it is an honestly managed corporation and that all it asks or expects is square dealing.

"The matter of co-operation between officers and employees on the system is one of the things which we must all

promote. I am anxious for all of the officers and employees of the Company to assist you gentlemen of the Claim Department in every way that they can consistently do so, and I am also anxious for you gentlemen to assist the officers and employees in all other Departments of the railroad. I cannot too strongly emphasize the importance of this. We have been advocating co-operation on the railroad for a long time and we have had much of it, but we must have more. On some of the Divisions I am sure co-operation has been maintained steadily at one hundred per cent, while on others the percentage may not run so high. I need not say to you that the best managed Divisions are those where the spirit of co-operation runs the highest. Likewise, the best managed railroads are those that attach the most importance to co-operation. In my opinion, it is the very life-blood of the railroad, and I do not think that we can do better than spend a little time each day in thinking about the question of how we can increase co-operation on the Illinois Central."

Mr. Clift Talks.

General Manager Clift spoke as follows:

"We have had some new experiences during the past few years. We have gone through things that we never thought that we would be called upon to go through. The property is now back under control of its owners and the opportunity is presented to us of taking hold of things anew. I do not mean that any of you gentlemen lessened your efforts in any way whatever during Federal control, but I do mean this—that we should now look forward to reattacking the problem that confronts us of successfully conducting this property. The word fail we do not know on the Illinois Central, but we are well acquainted with the word success and we are going to win. You can put that down now as a thing that is going to happen.

"The officers and the men occasionally get us into some pretty bad

things, but I must say that you gentlemen always get us out in the best manner possible. You are representative of the management. If you are fair and square with the people and with our employees, and I am sure that you are, you can be very helpful in molding sentiment for the railroad upon the right lines.

"The thing that we must accomplish is to run the railroad so that you gentlemen will have nothing to do but visit around among your friends and cultivate new acquaintances among our patrons and make them more anxious than ever to do business with the Illinois Central. We shall have to retain you in your positions, of course, so that if anything does happen, we will be prepared to take care of it, but to tell you the truth, we should like nothing so well as to be able to run this railroad without accidents. You are the only class of men employed on this railroad that we want to see without any work to do, but when you get in that condition, Mr. Hull will find something else for you to do.

"You can help out a great deal in the prevention of accidents. You have had so much experience in the investigation of accidents that you know what the causes are, and what we wish to do is to remove the causes. We want you to feel free to go to the Superintendent, and the Train Master, and the Master Mechanic, and other Division Officers, and point out to them the things that are causing accidents on this railroad. They do not always see things as you do and we are anxious for them to get your viewpoint. The Division Officers welcome you gentlemen as members of their respective staffs, and will be more than glad to co-operate with you.

"I get a great deal of satisfaction out of the reports of the Claims Committee. I happen to see one of them lying here before me. I think that these reports, if properly handled, can be used with telling effect in the work of the prevention of accidents. I know that much time and effort are expended in

the preparation of these reports, and I am going to see to it that we get more out of them than ever before. They give the officers concrete cases to work upon. For instance, I see by the report before me where a hoisting tower, which was permitted to be built upon the waylands to hoist concrete in the construction of a building adjoining the waylands, fell and struck a train and injured some passengers. The officers of the Division where this happened will perhaps never permit a thing like that to happen again, because they have had this experience. The value of this Claims Committee report is that the officers of other Divisions will see what happened to this hoisting tower and they, too, will have the opportunity to profit by the experience which this Division had and they will not permit anything like that to happen. There is a lesson like that in nearly every one of the cases reported by the Claims Committee. The Division Officer who is keeping abreast of the times, who is alert and resourceful, will get a lot out of these reports.

"I regret to say that our record on accidents for the past few years has not been good. We have had a good many accidents, too many. I have kind of reasoned it out that many of these accidents were caused by the unsettled conditions in the world. Everybody was more or less upset on account of the war, had relatives in the trenches, or were worrying about friends who were over there. I think this was true of our employes and that oftentimes their minds were not entirely upon their duties. Now that is all past and we have a clear field again and can devote our minds entirely to the work in hand.

"We are killing too much stock on the railroad, more than ever before. It is clear that we shall have to attack this problem at once. The fences were constructed to be kept in repair. If they get out of repair, it is right that you should criticise those responsible. Every time you do that, just remember that we are back of you.

"Live stock are more badly needed on the farms than ever before and are higher priced than ever before. If it was important to prevent killing stock in 1916 and 1917, it is much more important now. You tell me that there has been delay in getting wire and that in some instances there has been much delay in getting the wire out of the storehouses and to the points on the railroad where it is needed. That is wrong and must be corrected.

"I have always felt that you gentlemen of the Claim Department were rendering one hundred per cent in service, and what I have said I do not want you to take in the form of a criticism, but rather in the form of an appeal for help to make this the greatest railroad in this country. We can do it, we must do it and we will do it.

"It is discouraging if a man has worked hard, made a fine record, and nobody says anything about it. That would be discouraging to me. We are anxious to see recognition given and we do not want anybody to be covered up on this railroad, or fail to get credit for the good things that he does in behalf of the railroad.

"Whenever you see me on the Division, don't send back word to ask if it will be convenient for you to come back, but come on back and tell me all the bad things, as well as the good things, that are happening. We can't cure the bad things unless we know about them. It is a mistake to try to make it appear that all things are going as they should be going. It is a mistake to hold things back that should be discussed openly, because that is the only way that we can make improvements and remove bad conditions. We must learn to lay all our cards upon the table.

"Let me tell you another thing. The fellow who pats you on the back and tells you that you are all right and that everything is going all right is not always your best friend. He is more apt to be your enemy. Your genuine friend, the fellow who sincerely wishes to help you, points out your shortcomings, tells you where you are wrong, tells you

about the bad things that are happening that should be cured. That kind of a fellow is a real help; the fellow who tells you everything is right when it isn't right is a real detriment. We are more anxious to hear about the bad things than we are about the good things. The good things take care of themselves, but the bad things need correction."

Messrs. Markham and Baldwin Absent.

President Markham and Operating Vice-President L. W. Baldwin, both staunch friends of the Claim Department, were out of the city on the day the staff meeting was held, and therefore the Claim Agents did not have the pleasure of hearing from them, but will have that to look forward to at some future meeting.

President Markham, back in the days before Federal control, devoted so much attention to the Claim Department that the writer used to wonder how he could possibly find time to devote much attention to other Departments. On one occasion the writer mentioned this fact to the head of another Department, and that gentleman seemed to doubt the statement that Mr. Markham devoted so much time to the Claim Department because he said Mr. Markham was devoting nearly all of his time to his Department. Then the heads of other Departments were communicated with and it finally dawned upon the writer that the head of each Department of the railway felt that Mr. Markham was specializing on his particular Department.

Interstate Commerce.

The Claim Department is indebted to District Attorney J. C. Doolan for copy of the very clever contribution which follows, the same having been written by Judge Arthur Peter, of Louisville, Ky., and read by him at a meeting of the Lawyers' Club held at Louisville on the evening of the 16th ult.:

This is the nail
That's used in interstate commerce.

This is the rail that's held by the nail
That's used in interstate commerce.

This is the car that runs on the rail that's
held by the nail
That's used in interstate commerce.

This is the engine that goes "Choo! Choo!"
That pulls the car that runs on the rail that's
held by the nail
That's used in interstate commerce.

This is the fireman, and engineer, too,
That run the engine that goes "Choo! Choo!"
That pulls the car that runs on the rail that's
held by the nail
That's used in interstate commerce.

This is the conductor and all the crew
That work with the fireman and engineer,
too,
That runs the engine that goes "Choo! Choo!"
That pulls the car that runs on the rail that's
held by the nail
That's used in interstate commerce.

This is the station the train runs through
That has the conductor and all the crew
That work with the fireman and engineer,
too,
That run the engine that goes "Choo! Choo!"
That pulls the car that runs on the rail that's
held by the nail
That's used in interstate commerce.

These are the passengers, high and low,
Who go to the station the train runs
through
That has the conductor and all the crew
That work with the fireman and engineer,
too,
That run the engine that goes "Choo! Choo!"
That pulls the car that runs on the rail that's
held by the nail
That's used in interstate commerce.

These are the people of every degree
Who do any work, either paid or free,
Concerning the passengers, high and low,
Who go to the station the train runs
through
That has the conductor and all the crew
That work with the fireman and engineer,
too,
That run the engine that goes "Choo! Choo!"
That pulls the car that runs on the rail that's
held by the nail
That's used in interstate commerce.

This is the earth, and the sky so blue,
And the sea beneath—we'll include that, too,
On which are the people of every degree,
Who do any work, either paid or free,
Concerning the passengers, high and low,
Who go to the station the train runs
through

That has the conductor and all the crew
 That work with the fireman and engineer,
 too,
 That run the engine that goes "Choo!
 Choo!"
 That pulls the car that runs on the rail that's
 held by the nail
 That's used in interstate commerce.

These are the stars that shine so fair—
 Including Mars, when we signal there—
 The whole shebang, so the courts now say,
 Are aiding in interstate commerce today,
 Including the earth, and the sky so blue,
 And the sea beneath—we'll include that, too,
 On which are the people of every degree
 Who do any work, either paid or free,
 Concerning the passengers, high and low,
 Who go to the station the train runs
 through

That has the conductor and all the crew
 That work with the fireman and engineer,
 too,

That run the engine that goes "Choo!
 Choo!"

That pulls the car that runs on the rail that's
 held by the nail

That's used in interstate commerce.

ILLINOIS CENTRAL CHARGED WITH CREATING A GOOD FISHING HOLE.

Railroads are frequently charged by plaintiffs in damage suits with nearly every conceivable kind of act known to the criminal calendar; there are very few charges that have not at some time or other been lodged against them, but an entirely new one was made against the Illinois Central recently. A suit was filed against it at Independence, Ia., charging that through the erection of a coffer-dam at the bridge over the Wapsipinicon River, it had created a good fishing hole, which was attractive to children, and on that account had become a nuisance and had caused the death of one eight year old child, Leonard Messingham, on May 23, 1919.

The suit was filed in October, 1919, for \$3,000.00 damages. It appears that the child and a little companion walked out to the railroad bridge on the outskirts of the city of Independence for the purpose of going fishing, having heard that the fishing was good in the hole at the bridge, and while there the little Messingham child fell in the hole and was drowned.

The suit was tried at Independence on the 4th and 5th ult., and upon hearing the testimony the trial judge directed a verdict in favor of the Railroad. The judge made the statement to the jury that if a verdict were rendered against the Railroad in this case, that every shade tree in the country would have to be guarded, as shade trees were almost as attractive to children as fishing holes.

The parents of the unfortunate child are entitled to the deepest sympathy on account of the untimely death of the child, but why they should have tried to fasten responsibility upon the Illinois Central is difficult to understand.

BIG JUDGMENT AGAINST THE Y. & M. V. REVERSED BY MIS- SISSIPPI SUPREME COURT.

Mrs. J. F. McCullers, wife of a prominent planter residing near Mattson, Miss., and five year old child, and colored cook, and Miss Pearl Stevens, a guest in the McCullers home, were fatally injured in an automobile accident which occurred on a grade crossing near Mattson, Miss., 5:15 P. M., April 9, 1918.

Miss Beatrice McCullers, daughter of Mrs. J. F. McCullers, was driving the automobile, a Studebaker. The highway upon which the automobile was proceeding paralleled the railroad track for a considerable distance, and when the crossing was reached, the automobile darted upon the tracks immediately in front of the locomotive.

The side curtains of the automobile were up and the driver of the car took no precautions whatever for the safety of herself and the other members of the party. This fact to the contrary notwithstanding, suit was brought against the Railroad in the Circuit Court of Coahoma County at Clarksdale for the death of Mrs. McCullers and her five year old child. The Railroad was charged with many different kinds of negligence, namely, defective crossing, failure to have installed railroad crossing sign at this crossing, high speed of train, failure to ring bell and blow

whistle, etc. The jury decided against the Railroad and awarded a verdict of \$60,000.00 to the plaintiffs, which was by the Railroad appealed to the Supreme Court.

The officers of the Railroad were very much perplexed and disturbed about the jury verdict in this case. They were unable to run trains in a safer manner than the train which struck the McCullers party was being run at the time of the accident. There was nothing whatever to obstruct the view of the McCullers party. There was no question of speed involved, because the crossing was outside the limits of any town or village. It was not even a public crossing. The only possible thing that contributed to the accident, the railroad men thought, was the gross negligence of the driver and occupants of the automobile, yet the jury attempted to give away \$60,000.00 of the Railroad's money on account of the accident. Happily, however, on the 8th ult., the Supreme Court of Mississippi reversed the judgment of the lower court and remanded the case for another trial, thus again restoring confidence in the officers of the Railroad to the extent that they do not now think that they will be required to flag trains over all private and public crossings. If the railroads had to do that, it follows that the commerce of the country would be brought almost to a standstill.

However, if the railroads were to be held responsible for automobile grade crossing accidents like the McCullers case, they would be compelled to flag over all crossings, because they could not afford to assume responsibility for all the automobile grade crossing accidents that are occurring throughout the country.

The Supreme Court held that the trial judge erred in the number and character of instructions that were given to the jury, among them that if the jury found the crossing was defective, they were to find for the plaintiff, or if the jury found that the Railroad had failed to install and maintain a crossing sign, they were to find for the plaintiff, or if

the jury found that the engineer failed to keep lookout ahead, they were to find for the plaintiff. The decision was by the entire bench, five judges concurring and one (Judge Cook) dissenting.

General Solicitor Burch of the Y. & M. V. is to be congratulated upon this victory in the Supreme Court. He personally prepared the brief which was presented to the court and he also argued the case orally before the court.

Paying the Lawyers.

Witness by whom the lawyers were paid in the following cases arising on the Chicago Terminal of the Illinois Central:

Engine Foreman B. D. Thomas was fatally injured while switching passenger equipment at Central Station, March 22, 1917. His widow, acting on the advice of relatives, refused to deal with the Claim Department and employed a lawyer and brought suit. The Legal Department paid \$4,250.00, from which the lawyer deducted a substantial fee.

Nicholas Shannon, a switchman, was seriously injured in the Lower Yard on March 7, 1917. He refused absolutely to talk to the Claim Agent, employed a lawyer and filed suit in another city. After the case had dragged along over two years with no immediate prospect of trial, Mr. Shannon's attorney settled through the Legal Department for \$4,250.00. How much did the lawyer get? Ask Mr. Shannon.

James R. Williams, a switchman, lost his leg while riding on a transfer train to the C. & N. W. He refused to talk to the Claim Agent and employed an attorney and brought suit, the case having been later settled by the Legal Department for \$5,000.00, the lawyer taking \$1,000.00 as his fee.

Arthur J. Cartan, switchman, was killed on the Air Line, May 9, 1919. His widow signed a contract giving an attorney one-third of any amount paid in settlement. Mrs. Cartan received \$5,000.00, out of which a substantial sum was deducted for the lawyer. Fine for the lawyer, but how about the widow?

John C. Woodall, engine foreman,

was killed January 31, 1920. In spite of the urgent request of friends of Mr. Woodall to the widow that she handle the settlement direct with the Claim Department, she employed an attorney, who collected \$3,400.00. How much did the lawyer get? Ask Mrs. Woodall.

In some of the cases mentioned, the claims were solicited by fellow switchmen, who "happened" to be interested in the lawyers.

EDITOR SULLENS GIVES SOME FACTS.

A measure pending in the House that deserves very serious consideration is the Fischel bill requiring all automobiles and other vehicles to come to a full stop before passing over railroad crossings.

The need of legislation of this kind is urgent. On the Illinois Central system during 1919 there were 252 automobiles struck by trains on grade crossings, and 53 persons were killed in these accidents and 172 injured.

This was needless loss of human life, for in every instance the drivers of the motor vehicles failed to stop, look and listen before driving over the railroad crossings.

The figures come more closely home to us on further examination when it is shown that 43 of these accidents occurred in Mississippi, 8 persons being killed and 28 injured.

The report of the Illinois Central system for 1919 shows that 22 per cent of all fatal accidents on the system were grade crossing accidents, and therefore in the avoidable class. When one considers the fact that the Illinois Central system represents only a portion of the railway mileage in Mississippi, and but little more than two per cent of the railway mileage of the nation, the seriousness of the automobile grade crossing problem is most apparent.

Recently there was an automobile grade crossing accident on the I. C. in a suburb of Chicago in which five persons were killed. This accident gave rise to a good deal of comment about

grade crossing accidents in general, one of the Chicago daily newspapers suggesting that all grade crossings should be abolished, meaning, of course, that the grade should be separated. If it were practicable to do this, railroad officials would certainly favor it. They are not fond of killing people. It is a costly and unpleasant business. The difficulty about it is that when the railroads commence to separate the grades in the vicinity of Chicago they should do the same thing in the vicinity of St. Louis, Louisville, Memphis, New Orleans, Jackson, Vicksburg and all other cities. The only way to do this without discrimination would be to treat all communities alike and eliminate all grade crossings, because they are all dangerous.

There are about 8,000 grade crossings on the Illinois Central system. To remove all of these would approximately cost \$400,000,000, or substantially more than all of the outstanding stock and bond issues of the Illinois Central. This, of course, would be impracticable, particularly at this time, as the people would not be willing to pay more than double what they are now paying in freight and passenger rates in order to protect careless automobile drivers who could easily protect themselves if they could be persuaded to do so.

There has long been a disposition on the part of public officials to try to place responsibility for safety at railway grade crossings upon the railway. That policy has made no headway whatever in removing the cause of crossing accidents. It has perhaps been responsible for some of the accidents, because the effect of such a policy is to teach the people that the railway will look out for their safety on the crossings and that it will not be necessary for them to look out for themselves.

The only available solution of the problem, is to compel automobile drivers to stop, look and listen at railway grade crossings. The best way to do this is through the enactment and enforcement of a stop, look and listen law, such as has been proposed in the Fischel bill.—

Editorial from Jackson (Miss.) *Daily News*, February 19, 1920.

MEMBER OF BRYAN'S SUNDAY SCHOOL CLASS.

Charley Cary writes from Miami, Fla., where he is sojourning, that he attends Sunday school every Sunday morning and is a member of a class taught by William J. Bryan. Mr. Cary writes as follows about his Sunday school teacher:

"Mr. Bryan always has something very interesting and instructive to say. Last Sunday he talked about miracles, a subject that I confess has always bothered me. Mr. Bryan explained this whole matter in a masterly style. I enclose a little poem he gave to each one of us."

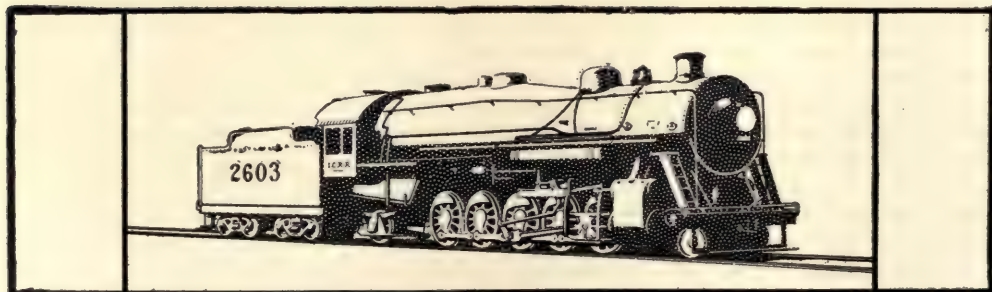
The poem is given below:

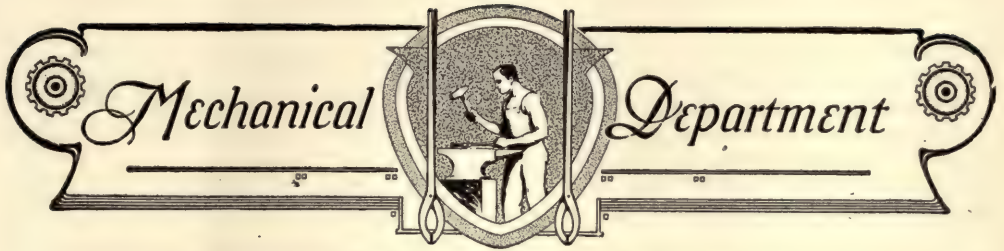
This life's a mid-land crooked trail and after
forty years,
Of knocking round I'm free to say right
ain't always clear.
I've seen a lot of chaps go wrong. Get
off the main high road,
And pull up in a swamp somewhere almost
before they knowed.

I don't set out to be a judge of right or
wrong in men,
I've missed the trail sometimes myself and
may get lost again.
So when I see a chap who looks as though
he's gone astray,
I want to think he started right, and only
lost the way.

I want to think the good in man, by far out-
weighs the ill;
The trail of life is midland steep and most
of it up hill.
There are places where there ain't no guides
or sign boards up and so,
It's partly guess work, partly luck which
way you chance to go.
I've seen the road fork some myself and
when I had to choose
I wasn't sure when I set out if it was win
or lose.
So when I see a man who looks as though
he'd gone astray,
I want to think he started right and only
lost the way.

It ain't so far from right to wrong the trail
ain't hard to lose,
There are times I'd almost give a horse; to
know which one to choose.
I don't set out to be a judge of right or
wrong in men,
I ain't been perfect all my life and may get
lost again.
So when I see a chap who looks as though
he'd gone astray,
I want to put my hand in his and help him
find the way.





Things I Must Do to Make Good

By W. W. Sadler, Timekeeper, New Orleans Terminal

The game of business, like life itself, is a great game and the maximum of pleasure to be derived therefrom comes to the man who is constantly making himself more fit to win by studying the conditions that go to make success and endeavoring to meet them.

First, to gain success you must build a solid foundation of thoughtfulness, self-control, meditation and determination. Then comes power, and power will bring success at all times.

You must think success, hope success, believe success; then work for success, and success shall come.

Excessive fatigue must be avoided. Remember, attractiveness, ability and attentiveness mean personal magnetism, and when coupled with honesty and industry, personal magnetism is a sure winner.

You can absolutely count on good results if you are studious and industrious—turning out work that has a certain distinctiveness and genuine superiority over that of others and constantly turning out better work than you yourself have ever turned out.

When ignorant about anything, admit it. Ask questions in order to learn, for false pride at times may mean a great loss to you. Be as helpful to others wanting to learn as you would have your superiors be to you.

Don't always follow the *leader*, try to be a leader *yourself*. Don't be a flopper, stick it out. Always try to be pleasant. Your co-workers and employers will appreciate graciousness and courtesy, for he that follows this rule will learn in due time the grouch and fretter never has reached the goal of success.

When criticized and corrected, take it and make the best of it.

Check yourself and make an inventory, without becoming morbidly introspective. Change methods, correct yourself and be more severe with yourself than you are inclined to be with others.

Be appreciative and express thankfulness and exercise self-control. Remember, you will have to learn to handle yourself before you attempt the handling of others.

Be willing to assume responsibility in the spirit of determination to serve, and don't attempt to shift to someone else if it does not come out right.

Eliminate "I can't"; replace it with "I will."

Recognize the dignity of even minor tasks, and care more about what you are giving than what you are getting. If you get more interested in your work than the clock, the day will go faster.

Use your paper and pencil. Remember, even a good memory should not be overloaded. Be straightforward, for when you think you are fooling the boss you are only fooling yourself.

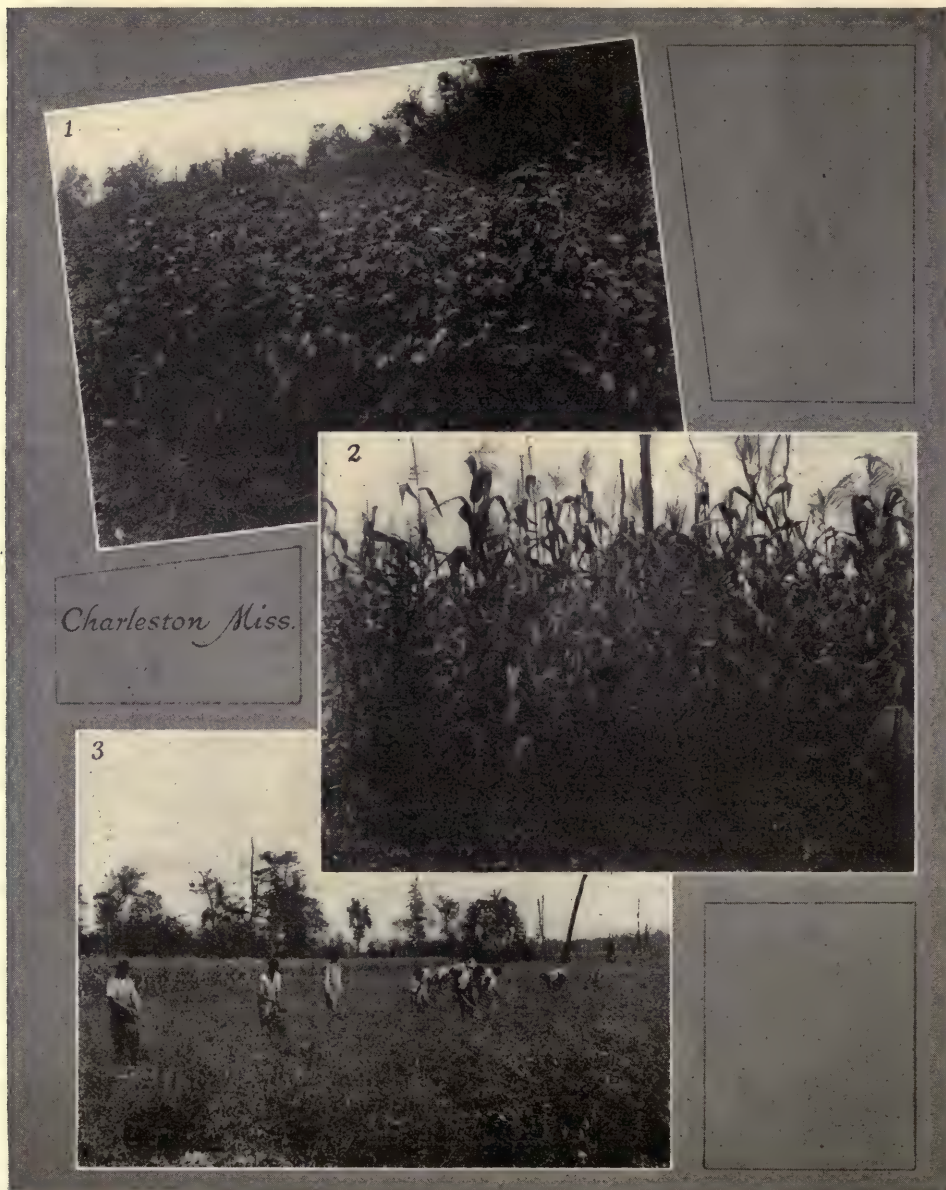
Have confidence in yourself, without being conceited. Don't get the swell head. Try hard to improve and do perfect work. Do better today than you did yesterday.

The handwriting is an important thing. Study and practice until you can write a decent hand. It should not be fancy, but clear, so every word should be readable. Practice making plain figures, so a 5 will not be mistaken for a 3, or any figure mistaken for another. If compelled to make a correction, do not mark one figure over another, but make a clean erasure and insert a fresh

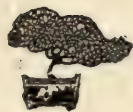
figure. Neither you nor anyone else can tell afterwards which of the two figures is intended as final.

Work and strive to do your best in everything at all times, so that the immortal words of Lincoln may become yours:

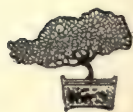
"I do the very best I know how, the very best I can, and I mean to keep so until the end. If the end brings me out all right, what is said against me won't amount to anything. If the end brings me out wrong, ten angels swearing that I was right would make no difference."



1. Thousands of Acres of Long Staple Cotton grown in Tallahatchie County each year.
2. Some of the World's Finest Red Gum and White Oak was cut from this land. No fertilizer used on this corn field, which is 10 miles south of Charleston, Miss.
3. Picking tomatoes at Tandy, 10 miles from Charleston, Miss.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Jimmie D. and Sweetie Have a Scrap

"Did you see the doctor today, Jimmie?"
"Aw, no—I had to work on the old man's car."

"Now, Jimmy D., that's only an excuse and you know it."

"Well, I have to make a bluff at earning my money, don't I?"

"That is not the point—you are putting off that visit to the doctor day after day and giving me some trumped up excuse every time, and I just won't stand for it any longer—you've got to get vaccinated."

"I did get vaccinated—you know it—an' it didn't take."

"Of course, it didn't and mighty good care you took that it wouldn't—didn't you scrub you arm off with gasoline afterward when you thought I wasn't looking?"

"Well, who's goin' to get that stuff into his blood and not try to get rid of it—gee, how some of these women can let their babies get that smallpox vaccine shot into 'em I don't see."

The usually smoothly flowing course of Jimmie D.'s life was being rudely broken up by Sweetie's advocacy of vaccination, a thing Jimmie hated and even feared, owing to one of his chums having a badly swollen arm—a happening which nothing in the world could convince Jimmie was not quite the usual thing in every case of vaccination.

The big city had been afflicted by a considerable number of cases of smallpox and had ordered that everybody be vaccinated. Jimmie had passed inspection once by the simple expedient of scratching his own arm, putting on a shield with a piece of sticking plaster and promptly showing same to the inspector, saying, "Yes, sir—this morning." Sweetie had discovered the trick that night, Jimmie having forgotten to take off the shield, and had been after him ever since to get "really vaccinated." At first trying loving persuasion, Sweetie had finally been driven to harsh words in attempting the consummation of her desire, but thus far with no results.

"Smallpox vaccine—lots you know about how it is made."

"Dat's de time I fool you, ol' kid, I

stopped into de public library an' read up de whol' subjec'—an, believe me, I'm loaded."

"Well, if you've read all about it, how can you say it is no good?"

"In de fust place, dey used to take scabs offon folks which had smallpox and put 'em on raw places fur vaccinate—how's dat fur dirt?"

"Oh, that's old stuff, the Chinese used to place a scab in a child's nose and let it breathe over the thing—but that was long ago; even the use of human scabs has been done away with on account of giving people blood diseases which were worse than smallpox."

"Dis book didn't say so—it said dat dey was doin' it right now in some parts of de country and where regular vaccinate was wantin'."

"Now you listen to me, Jimmie D., that sort of thing was stopped because it was found necessary to weaken the smallpox before giving it to other people, otherwise it might take such a hold on them that it would be as bad as smallpox itself."

"Well, I'd just as lieve have smallpox as be vaccinated anyhow."

"Yes, you're just like lots of people who do not understand how vaccination does its good, for it acts by preventing real smallpox by growing cells in a person's blood which kill off the germs of true smallpox."

"Heh, wats dat—anudder german scrap?"

"Yes, another world's war and one which has been going on for centuries, for the only way in which we any of us resist disease is by killing off the entering disease germs with healthy blood cells."

Jimmie was getting interested by this time, for anything in the nature of a fight always interested him and he moved up closer to his wife and sat down, resting his chin in his cupped hand.

"An' is dis scrap goin' on all de time, sleepin' or wakin'?"

"Yes, our body protectors never sleep and all they ask is that we shall keep in the best of health, paying due care to what we eat and drink, getting regular hours of sleep

and generally not overdoing ourselves so as to get tired out and weaken our army of defense."

"Yes, but wat's de use of puttin' dese smallpox bugs into de body if dere's already a gang on de job ready to scrap?" queried Jimmie.

"Jimmie, you're the limit—haven't I already told you that they were not smallpox bugs, as you call them? They are reinforcements of health germs, bred in the blood of those fighting smallpox in large numbers, and which help out our body army of defense that together they may win?" Jimmie thought for some time, with down-turned head and thoughtful demeanor, and finally raising his head said:

"Ol' kid, I skidded two or three times on that last Bryan stuff of yours, but if I get yuh right, de Doc's are rubbin' in healt' instid of disease."

"Now, you've got the idea, Jimmie."

"An' all dis talk about gettin' de dirt from off de runnin' sores of poor dumb animiles and poisonin' us human critters wid it is fer nix."

Sweetie patiently explained to him that the smallpox virus was weakened down so as not to be dangerous for human beings and that this was done by the inoculation

of healthy cows, through whose systems the lessening of the strength of virus was accomplished, but which process also served to create certain foes of smallpox which when transmitted to the human greatly increased their resistance against the disease.

"Dere's just one question I want to ask yuh, Sweet', an' dat's why dere is any kick on dis small-pox vaccination—it delivers de goods and keeps folks frum havin' de disease, why ain't everybody fur it?"

"Because people are really afraid of vaccination and the more willing to listen to some ignorant person who talks against it—why, Jimmie, whole nations have gone for years without a single case of smallpox making its appearance and just because the country has submitted to thorough vaccination and revaccination, because the protection runs out after seven years and one should then be revaccinated."

"Why don't de stuff protect yuh fer life?"

"Learned men tell us that the entire body changes every seven years—the old on the outside wears off and its place is taken by material from underneath, which results, once in seven years, in a complete change."

"Well, Sweet', yuh've sold me an' I'm ready to put my name on de dotted line—me fur de Doc dis P. M. widout fail."

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago.

Dear Doctor:—

I have been a dissatisfied member of the Hospital Department, but I feel it is only just to now make known to you the treatment that I received through the Hospital Department.

On October 11, 1919, I suffered an accident while making a coupling at Divernon, Ill., and lost two fingers of the right hand. I was given first attention by the Company Surgeon at Divernon, Ill., and was then taken to St. John's Hospital at Springfield.

I have only the highest praise for the nurses and for the Company Surgeon who attended me, Dr. M. G. Owen. I feel sure that if everyone who comes under the care of the Hospital Department receives as faithful treatment as I did, that no member of the Hospital Department could help but have the kindest feeling and speak highly of such a great institution.

Yours very truly,

(Signed) C. E. Lorden,
Brakeman,
Springfield Division,
Springfield, Ill.

Purchasing & Supply Department

"Eventually, Why Not Now"

With Apologies to the Washburn Crosby Co.

By W. A. Skinner, Division Storekeeper, Chicago, Ill.

"Procrastination is the thief of time"—a truer saying was never uttered. Putting off doing something until tomorrow which should be done today causes many delays, especially when applied to equipment under load.

There is nothing at the present time agitating the minds of the American people more than the high cost of living and the great unrest among the laboring classes. As a further reason why we should "Do it now" I am quoting below a writer with whom I believe we must all agree:

"Cutting down production, producing less food, less clothing, less fuel, never has and never will reduce prices. If we want to reduce living costs we must increase production, and all are agreed that the place to begin is in the building industry.

Anyone who builds a home, a factory or an office building, makes business for more than a hundred correlated and

contributing industries. Each building erected sends its wave of demand through the industrial organization, from the ditch diggers to the bank presidents and back by the way of the pay envelope to the ditch diggers again.

An immediate resumption of building activities will do more than any one thing to stimulate general business and accelerate the transition of industry from war demobilization to the peace normal.

Prices will not be lower until production is increased; costs will not go down until quantity production permits us to avail ourselves of the economy of the maximum efficiency of labor and machinery. By building NOW we will serve our own and the nation's interest. Now I will come back to earth and leave with you only this suggestion: Think what it would amount to and the far reaching effect of our action if we would ALL of US release all cars of Company Material the same day as received.

Things We Should and Should Not Do

Don'ts For Safety's Sake
Courtesy of Memphis Division Safety
Committee.

DON'T leave a baggage or express truck where some one might fall over it and get hurt.

DON'T let some one indulge in a

dangerous practice without calling their attention to the danger.

DON'T indulge in a practice yourself that is dangerous. Beat the other man to it and watch yourself.

DON'T let a train pass you without watching for something that might cause

an accident. Many serious accidents have been prevented by the prompt discovery of a defect.

DON'T trust "The other fellow" to look after SAFETY WORK. Do it yourself.

DON'T get offended if some one should call your attention to a hazardous practice or condition. He has your interest at heart.

DON'T think that you can keep on forever with that dangerous practice. Some day you will slip and then the damage is done.

DON'T think of personal injuries from the angle of dollars and cents as is done in loss and damage. Think of human suffering that results from every injury. Then you can't help taking an active part in SAFETY WORK.

DON'T let a day pass without making a religious effort to do something for the cause of SAFETY.

DON'T let anybody do more SAFETY WORK than you do. While you may not realize it, the pay—in the long run—is the best you can get.

DON'T think you have no time to do SAFETY WORK. If you have time to live you can't help having time to do something for this good cause.

DON'T overlook the fact that maybe the other fellow is feeling just as you do, and leaving somebody else to do his part. If we were to all do this, wouldn't you hate to even anticipate the result.

DON'T forget that every other division on the system has a SAFETY committee and that we want ours to be the best on the whole system. We can make it that if we try hard enough.

Good-bye—will see you in the next issue.

THE KNOCKER.

I know he must be doing well,
I know he's getting on;
His work has now begun to tell,
His struggle time has gone,
He now has passed the dreary days,
The lonesome ones and grim,
And now is treading better ways,
For folks are knocking him.

His skill has caught the eye of men,
His worth is seen at last;
He's left the throng that knew him when
His skies were overcast.
He's won the laurel for his brow
By toil and pluck and vim,
And he is doing real work now,
For folks are knocking him.

The knocker is a curious cuss;
He never starts to whine
Or fling his envious shafts at one
Until his work is fine.
It's only men with skill to do,
Real work he tries to block,
And so congratulations to
The man the knockers knock.

Clipped.

Appointments and Promotions

Effective March 1, 1920 the General officers of these companies will be as follows:

C. H. Markham, President, Chicago.

C. M. Kittle, Senior Vice-President, Chicago.

L. W. Baldwin, Vice-President in Charge of Operation, Chicago.

F. B. Bowes, Vice-President in Charge of Traffic, Chicago.

M. P. Blauvelt, Vice-President in Charge of Accounting, Chicago.

W. S. Horton, General Counsel, Chicago.

A. S. Baldwin, Vice-President in Charge of Chicago Terminal Improvements.

W. A. Summerhays, Purchasing Agent, Chicago.

D. R. Burbank, Secretary, New York.

R. E. Connolly, Treasurer, New York.

Effective March 1, 1920 the following appointments are made: Mr. D. W. Longstreet is appointed Traffic Manager of the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company, headquarters, Chicago.

The following appointments are effective March 1, 1920, on the Illinois Central Railroad Company:

Freight Department

V. D. Fort, Assistant Traffic Manager, New Orleans.

B. J. Rowe, Coal Traffic Manager, Chicago.

W. M. Rhett, General Foreign Agent, Chicago.

Donald Rose, European Traffic Manager, London, Eng.

H. J. Schweitert, General Development Agent, Chicago.

Northern and Western Lines.

C. C. Cameron, General Freight Agent, Chicago.

J. H. Cherry, Assistant General Freight Agent, Chicago.

F. H. Law, Assistant General Freight Agent, Chicago.

F. C. Furry, Assistant General Freight Agent, Chicago.

G. W. Becker, Assistant General Freight Agent, Chicago.

H. G. Powell, Assistant General Freight Agent, Chicago.

Wm. Smith, Jr., Assistant General Freight Agent, St. Louis.

Southern Lines

J. Hattendorf, General Freight Agent, Memphis.

E. K. Bryan, Assistant General Freight Agent, Memphis.

J. L. Sheppard, Assistant General Freight Agent, Memphis.

W. B. Ryan, Assistant General Freight Agent, Memphis.

M. L. Costley, General Freight Agent, New Orleans.

B. T. Breckenridge, Assistant General Freight Agent, Louisville.

PASSENGER DEPARTMENT

Northern and Western Lines

H. J. Phelps, General Passenger Agent, Chicago.

J. V. Lanigan, Assistant General Passenger Agent, Chicago.

F. D. Miller, Assistant General Passenger Agent, St. Louis.

Southern Lines

W. H. Brill, General Passenger Agent, New Orleans.

A. C. Linton, Assistant General Passenger Agent, New Orleans.

R. J. Carmichael, Assistant General Passenger Agent, Memphis.

W. Haywood, Assistant to Traffic Manager, Chicago.

W. M. Rhett, General Foreign Agent, Chicago.

Donald Rose, European Traffic Manager, London, Eng.

H. J. Schweitert, General Development Agent, Chicago.

J. Hattendorf, General Freight Agent, Memphis.

E. K. Bryan, Assistant General Freight Agent, Memphis.

J. L. Sheppard, Assistant General Freight Agent, Memphis.

W. B. Ryan, Assistant General Freight Agent, Memphis.

M. L. Costley, General Freight Agent, New Orleans.

PASSENGER DEPARTMENT

W. H. Brill, General Passenger Agent, New Orleans.

A. C. Linton, Assistant General Passenger Agent, New Orleans.

R. J. Carmichael, Assistant General Passenger Agent, Memphis.

W. Haywood, Assistant to Traffic Manager, Chicago.

The following appointments are effective March 1, 1920.

C. H. Drazy, Assistant to Vice-President.

L. A. Harkness, Assistant to Vice-President.

W. D. Beymer, Comptroller.

Otto F. Nau, Local Treasurer.

B. D. Bristol, Assistant Comptroller.

J. F. Shepherd, Auditor of Freight Receipts.

L. C. Esschen, Auditor of Passenger Receipts.

J. J. Crane, Assistant Auditor of Passenger Receipts.

L. B. Butts, Auditor of Station Accounts.

J. M. O'Day, Car Accountant.

J. R. Breidenstein, Freight Claim Agent (With offices at 6327 Dorchester Avenue, Chicago, Ill.)

R. E. Kimbell, Auditor of Miscellaneous Accounts.

J. F. Dartt, Auditor of Disbursements.

A. P. McComb, Assistant Auditor of Disbursements (With offices at 135 East Eleventh Place, Chicago, Ill.)

W. Newell, Assistant Local Treasurer, Chicago, Ill.

R. S. Charles, Assistant Local Treasurer, New Orleans, La.

The following appointments are effective March 1, 1920, on The Yazoo & Mississippi Railroad Company:

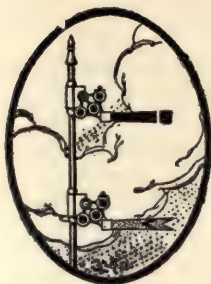
FREIGHT DEPARTMENT

V. D. Fort, Assistant Traffic Manager, New Orleans.

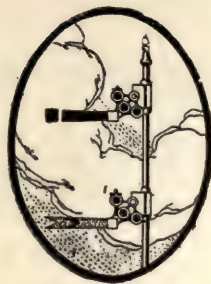
B. J. Rowe, Coal Traffic Manager, Chicago.

Effective, March 1, 1920, Mr. E. N. Vane is appointed Train Master of the Indianapolis and Effingham Districts, with headquarters at Palestine, Ill.

Mr. C. A. Keene is appointed Train Master of the Peoria and Mattoon Districts and New Harmony Branch, with headquarters at Mattoon, Ill.



SAFETY FIRST



SAFETY

Safety work on the Illinois Central and The Yazoo & Mississippi Valley Railroads will be carried on in the same general principles as under Federal Control, with some modifications as to number of meetings to be held.

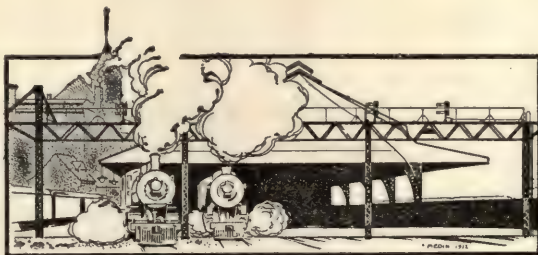
Safety work is something that is always interesting and when followed conscientiously, leaves one feeling that some good deed has been done.

You may know of some unsafe practice being indulged in, or some bad condition existing which should be brought to the attention of your superior officer without delay, as a serious accident might be prevented.

We all want to do some good and be of some assistance to mankind, and by practicing and preaching Safety is an opportunity to do so. To err is human, to forgive divine, therefore, we should not condemn too hastily but reach out with a helping hand to help those who have erred and ask them not to err again.

We hope all employees will heartily respond in this good work and remember the past good record they have made and continue to be intensely interested.

There is a thrill in Safety, an incentive in Safety, satisfaction in success. There is great work in playing the greatest game in the world—SAFETY.



Illinois State Railroad Crossing Signs



*When approaching this sign reduce speed
Stop, Look and Listen!*



*Penalty for failure to stop where this sign
is displayed.*



Does It Pay to Save Water?

By C. R. Knowles, Superintendent Water Service.

The Illinois Central and Yazoo & Mississippi Valley railroads consumed during the year 1919, 15,622,000,000 gallons of water, 3,614,000,000 gallons of which were purchased from 232 city and private water works plants and 12,007,000,000 gallons pumped by 230 company operated plants.

Unfortunately these figures mean but little to the average employe as most people have become accustomed to regarding water as being of no value. Thus, they waste water because it is water, and in their eyes represents no particular value. If, instead of water, actual dollars and cents were escaping from the many outlets, there would be no water waste problem. The trouble is that the average user cannot understand why anyone should worry about water with Lake Michigan at our front door and innumerable rivers and streams crossing our right of way. He cannot look back of the faucets and see the costly pumping stations, the large reservoirs and treating plants and the miles of piping and hundreds of tanks necessary to store and convey the water to the point of use.

The writer has been trying for the past

five years to impress upon the employes of the Illinois Central the value of water and importance of water waste prevention, and it is gratifying to know that partial results at least have been obtained and a material reduction made in the cost and consumption of water.

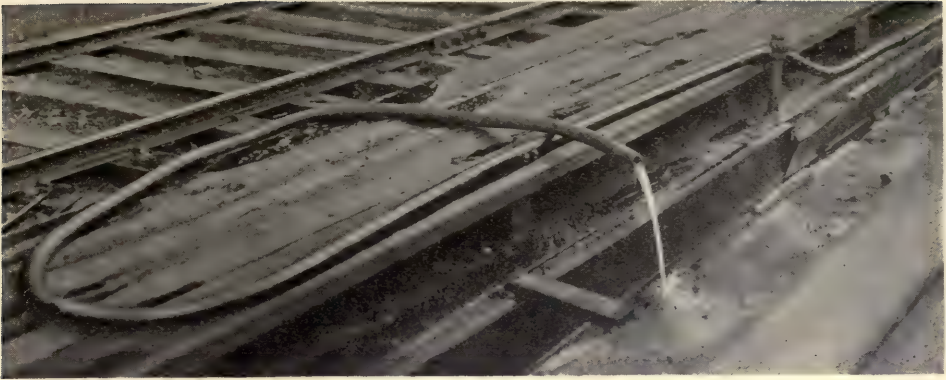
In order to arrive at the saving made through prevention of water waste a comparison has been made of the consumption of water at fourteen of our largest city water stations, representing 70 per cent of the total consumption and 62 per cent of the total cost of city water. Taking 1914 (the year in which the water waste campaign was started) as a basis and comparing with the five years ending December 31, 1919, a statement is submitted, herewith, showing the decrease in city water consumption during the five-year period, 1915 to 1919, inclusive.

	Gallons	Amount
Chicago	587,455,000	\$36,448.58
Hawthorne	7,055,600	705.56
Effingham	5,832,200	422.30
Centralia	537,663,100	24,194.85
Cairo	73,588,440	4,409.66
Mounds	139,611,500	3,983.53
East St. Louis.....	87,015,890	5,038.75
Paducah	182,218,400	9,550.88
Louisville	209,824,800	9,388.50
Central City	9,640,450	497.49
Memphis	388,833,400	38,883.34
Canton	51,632,050	2,524.48
Jackson (inc)	4,637,000	253.24
New Orleans (inc) ..	5,138,000	359.66
	2,270,595,830	\$135,435.02



LEAK IN UNDERGROUND WATER MAIN.

This statement shows that the waste and unnecessary use of city water was decreased 2,270,595,830 gallons, thereby showing an actual reduction on the face of the bills of \$135,435.02. During the same period the average increase in tonnage handled amounted to 28 per cent. This increased the consumption of water at least 10 per cent, showing a further saving of \$131,420.13. During the same period the water pumped by company forces was reduced 5 per cent



COACH YARD WASTE.

which at 2 cents per thousand gallons effected a further saving for the five-year period of \$60,038.80, a total saving of \$326,893.95 in five years or an average saving per year of \$65,378.79, nearly \$200 per day.

This is a creditable showing, but there is still material room for improvement. In fact, the opportunities for saving money

through water waste prevention are greater than ever before, due to the fact that the cost of water at many points has materially increased. So much has been said on the subject of water waste that it would seem that every employe should be familiar with the importance of conserving our water supply, yet it is a fact to be regretted that the average employe seems inclined to



USING FIRE HYDRANT FOR BUBBLING FOUNTAIN, WASTING 1,000 GALLONS TO GET A HALF-PINT DRINK.



establish a reason for the increased cost of water rather than to put forth the same effort in locating and correcting the waste.

For the benefit of those who may be interested in effecting further economies in the use of water a few of the sources of water waste are listed below:

1—Water may be lost in delivery through the following causes:

(a) Pump slippage.

- (b) Breaks in mains.
- (c) Leaks in pipe joints, due to defective calking or settlement.
- (d) Leaks in mains due to small cracks and other imperfections.
- (e) Blown-out and leaky hydrants and small leaks around valve stems.
- (f) Worn-out or defective service pipes.
- (g) Leaks around defective service and curb cocks.
- (h) Service pipes abandoned without openings being properly closed.

2—Water lost on premises through general service.

- (a) Leaking service pipes.
- (b) Leaking plumbing, often due to careless or defective work.
- (c) Leaking plumbing fixtures.
- (d) Leaking faucets.
- (e) Leaking water closets—defective ball and stop and improper operation of automatic stop valve.
- (f) Water closets running continuously, without control.
- (g) Old-fashioned range closet.
- (h) Frozen service pipes or plumbing.
- (i) The open faucet.
- (j) Leaks in tanks of all kinds.
- (k) Too frequent operation of automatic urinal flush.

3—Water lost through power house and round house facilities.

- (a) Cinder pit hydrants and connections.
- (b) Bubbling fountains, without automatic valves.
- (c) Lavatories without automatic valves.
- (d) Lavatory trough in which men wash in running stream.
- (e) Leaking automatic valves in boiler-washing systems.
- (f) Overflow from boiler feed water heaters.
- (g) Air compressor cooling lines.
- (h) Internal combustion engine cooling lines.
- (i) Cooling vats in blacksmiths' shops.
- (j) Leaking coach yard hydrants.

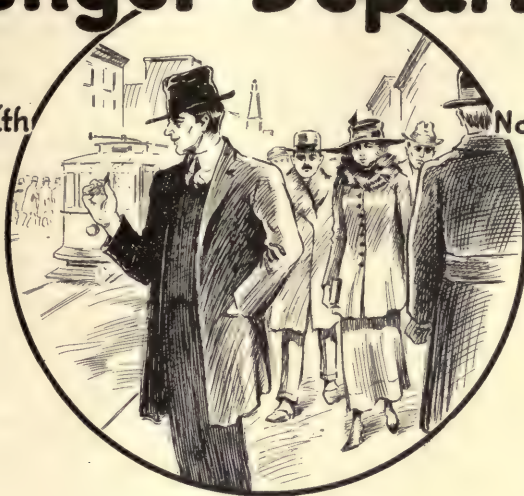
4—Water lost through miscellaneous waste.

- (a) Use of fire hydrants for drinking and washing purposes.
- (b) Overflowing engine tenders.
- (c) Unnecessary use of hose for sprinkling.
- (d) Overflowing tanks.
- (e) Unnecessary use of water in flushing sewers.
- (f) Use of hose without proper nozzle.

The opportunities for water waste on railroads are many, and it is within the power of every employee to save money for the railroad company by practicing economy in the use of water, not in the economy that stints, but the economy of reasonable use.

Passenger-Department

Little Talks with
the Rambler



Notes of Interest
to the Service

The Diamond Ring

The Rambler was feeling particularly good natured when on one summer morning he left his apartment, grip in hand, to take a train out of the city. As he was starting early and the station was not so far off as to be beyond reasonable walking distance, he chose to saunter along with eyes and ears alert for anything of interest that might come under his observation en route. He had not long to wait for the latter, for before he had got very far on his way a little incident occurred that tickled him mightily, such was his receptive mood for anything in the way of a joke, or anything out of the ordinary; for on turning a corner he soon became engrossed in the antics of an urchin who seemed to have sprung up out of the ground immediately behind him. The boy did not appear to be of the gamin type, neither did he probably belong to any of the families of the rather high-class immediate neighborhood through which the Rambler was passing.

He was just an ordinary boy somewhere between the two types of upper and lower social strata, and was bubbling over with mischief. In the latter spirit he grabbed the handle of the Rambler's satchel and between a whine and a challenging tone of voice said, "Let me carry it for you, mister." The Rambler from force of habit first shook the boy off and was about to proceed on his way when he was attracted by the face of the youngster. The latter had planted himself directly in front of the

Rambler and with backward steps continued his solicitation, half laughing and half whining as he did so. The whining was clearly put on for effect as it was not very well done, it evidently not being in the boy's nature.

It was a good face that arrested the Rambler's attention, and he saw that the urchin was simply trying to have a little fun with him for reasons best known to the boy himself. Being fond of children and "having a way" with them, he entered into the boy's mood by stopping in his walk and asking him with an encouraging smile what he wanted to carry his grip for. "It will be too heavy anyway, for a kid like you," he continued.

"Kid nothin'," was the quick response. "I am thirteen today. But," he added, dropping back into his mock pleadings and answering the question that had been put to him, "I need the money. The old man's kicked me out today and I have got to have some breakfast, ain't I?"

"Not any more for the present than what you have just had; for I see fresh egg stains on that blouse of yours. But, who is your 'old man'?"

"Oh, he ain't so very old, so I guess he's just Dad; and he's City Collector." "City Collector?" said the Rambler, as he tried to recall the name of that functionary but without avail, not being at all interested in politics. "What's his name?" "Dennis," was the quick retort, "and he is a collector

of garbage." With a hearty laugh as he said this the boy made a quick dodge to avoid evidence on the part of the Rambler of his being "took and shook."

All the while the Rambler had been puzzling his brain to place his little friend, as he had quickly concluded the chap really was. The boy on his part seemed now to have had all the fun he wanted at the Rambler's expense, for addressing him seriously he said, "You didn't know me, did you, Mr. Rambler? I am Mr. Clark's boy."

"To be sure; to be sure," was the hearty response given by the Rambler as he patted the boy on the back. "Funny I didn't know you; and yet I thought there was something familiar about you. Particularly," he added with a grin, "in the matter of freshness. So you are Eddie, my friend Clark's boy. Well, well. But say, Eddie, what did the 'old man' kick you out for, and how came you in this section of the town?"

"Well, you see," he merrily chatted as they walked along together, "it was not exactly Dad that kicked me out, but Mama. Grandma is going away on a train this afternoon and Mama wanted me to get a package to her before she left. Grandma lives in the next block on this street. I have just come from there. But," he added as if to square himself, "I guess 'twas the same thing as Dad's shoving me off, for if I had told Mama I did not want to go to Grandma's he'd a made me. But I got to leave you here at this corner, Mr. Rambler. Good-bye."

"Good-bye, my lad," was the kindly response as he gave the boy a pat on the shoulder and a little shove away from him after having first placed a quarter in his hand. "Take that," he said, referring to the money, "in payment for not insisting on carrying my grip. If you had got it away from me and had started to carry it I am sure you would have dropped it inside of a block on account of its weight. It has eggs in it and I would not like to have them smashed." He then walked quickly away before the boy had time to recover from his surprise and either give thanks for, or protest against the donation of the bit of small change that had been thrust upon him.

It will be seen from this instance that the Rambler was in a most happy and genial mood. So on reaching the station and boarding a local train, as he practically dropped his grip on the car floor and then kicked it under his legs as he adjusted himself in his seat, he smiled to himself at the thought of the little fiction he had given the boy of the grip containing eggs.

His happy frame of mind was accounted

for by the fact that he was off to the country on a personal mission of, to him, a most pleasing nature. The train under way, he first tried to read the newspaper but it evidently failed to interest him, for he divided his attention between it and long intervals of looking out of the window without apparently any particular interest in what he saw. As the train stops were made at the various stations en route, according to habit he watched the coming and going of its passengers. But even that failed to arouse him, for thoughts of his errand made him more or less oblivious to what was going on around him. Visions of certain events covering a period of several years preoccupied his mind. In those visions he saw, with an unconscious smile over-spreading his features, a slip of a country girl as she budded into womanhood in the interval; and he also saw a bright, active young man developing from carelessness into thoughtful efficiency. It was but natural that his mind should be thus occupied, for his errand was especially to see "Ruth" and "Jack", the two people of his reverie; acquaintance with whom had begun four years previously. It was during the summer when being nervously broken down, he had gone into the country for a long rest. His memory recalled the trip at that time down to the country station where Jack was the station agent's helper, and where Ruth lived on a farm five miles out from the little settlement where the station was located. He recalled especially scraps of conversation he had enjoyed on the train with its conductor. The latter had previously met the Rambler several times, and on that occasion they in a way renewed and enlarged their acquaintance in odd moments between stations, when the conductor's duties permitted.

The Rambler had long realized that a passenger train conductor, especially on a local, encounters many phases of human nature and has many wrinkles to iron out in connection with them. He knew that diplomacy, patience, courtesy, and if need be firmness, are all attributes of a good conductor's make-up; and he came to think that the one with whom he was riding possessed all of these qualities to a marked degree with a large fund of philosophical good-nature added. Particularly as in their little talks the conductor mentioned to the Rambler some of his reflections as to causes of possible friction between conductors in general and the traveling public.

"Among other things," he said, "I do not believe ninety percent of the persons buying look at their tickets as they are handed out to them. Of course, if one tells the agent that he wants to go to station A the sup-

position is that the agent gives him a ticket to station A. That supposition is acted upon without verifying whether one has received a ticket that does or does not read to the desired destination. It is true that cases of error of that kind happen but seldom. Our agents as a rule are careful, but there is a chance of their pulling a wrong local ticket; and also a chance between the ticket seller and the purchaser of a misunderstanding on the part of the seller as to the destination asked for. We occasionally get a case where wrong destination is claimed, and if any argument arises over it the fault is, of course, laid to the agent if we take the passengers' word for how it happened. I am sorry to say, however, I have known cases where I believed the contention on the train as to a longer destination than called for on the ticket was not in any sense the agents' fault. Sometimes you know," he laughed with a knowing wink, "the passenger may change his mind as to where he wants to go after he has boarded the train.

"There is another thing," he continued, "which the passenger as a rule does not do that would sometimes help if he did. That is, he does not look at the date of his ticket any more than he does not see that its destination is correct. Of course, once in a while we have presented to us an expired ticket, which on the face of things is an easy matter to handle by the rule—'Pay fare, take receipt and communicate with the General Passenger Agent.' I had a case of wrong date only the other day. Six people got on at ——— station, five of whom gave me tickets bearing the proper date, July 21st. But the sixth ticket was dated July 12th, on the face of things a ten-day old ticket you will see. Yet the passenger insisted that he bought the ticket not more than three minutes before the train arrived on that day. I had seen the passenger several times before and believed he lived in the town at which his purchase was made. I also knew personally two of the other people who had boarded the train with him, and although on my quietly asking them they could not say that they had actually seen Number Six purchase the ticket, both of them had seen him at the ticket window while they were waiting for the train. His destination was a short one so that I had no opportunity to wire back to the selling station, but I took a chance and let the gentleman through. On my trip back in the afternoon I made inquiries of the agent as we stopped at his station about that incorrectly dated ticket. The agent's helper remembered selling a ticket that forenoon to the man I described, saying that he knew the purchaser personally; but he did not

seem to understand why the ticket was not properly dated. I suggested he look at his ticket dater, on doing which he made quite a forceful exclamation as he found it read for the 12th. After thinking a moment he said 'Thunder! I see how that must have happened. The purchaser of the ticket you had that was dated the 12th was the last one I sold for your train. It was also the last one that has been sold out of here for today. Just a little while before I sold it, and after the others for your train had been served, old man Smithers came romping in and wanted a ticket for next Tuesday for his mother-in-law. Said she was going home then on the early train, and as she was always late to breakfast, church and prayer meeting he reckoned she would be late getting ready for him to bring her down on that morning. So if I could, he wished I'd sell him a ticket then for Tuesday so they would not have to bother with buying one on that morning in case they should be late and a crowd was around my window, as is often the case for No. 81. I adjusted the dater and sold him a ticket stamped for next Tuesday and then set the dater back as I supposed to today. But when I did this last I was in a hurry; for that ticket that has made you trouble had been called for while I was fixing up the old man, and the train was nearly due. I must have transposed the figures in resetting. I'll set it correctly right now for tomorrow.'"

"No," the conductor said later, in response to an inquiry from the Rambler, "I did not scold the helper. What was the use, for one thing? And it was better to keep up a good feeling one toward the other, for in a way we are mutually dependent. We can help each other in some little way almost every day. Both agents and conductors as a whole bear each other good will, and a general harmony exists between us. So what was the use in making that kid sore at me? He'd learned his lesson without a call-down. Besides, it was not my business to call him anyway. It was the agent's.

"I sometimes wish, however," he went on, "that some of the agents would help me a little more than they do in making it clear to ticket buyers what they want to know in regard to junctions, changes, routes and the like. We get a lot of that stuff on these local trains. But I will admit," he hastened to add, "that I do not always lay the blame on an agent for the questions that are fired at me. I am sure that in many instances the agent has not been given an intimation even that the information I am asked for was wanted. Furthermore," he added with a laugh as he started

for the car door as the train began to slow up for a station, "I sometimes think we are in a class with city policemen. You know the old adage in a big city is 'Tell your troubles to a policeman'. Out here in the country on local trains it seems to be 'Tell your troubles to the conductor'".

In the intervals between his chats with the conductor, the Rambler's mind went back to his arrival at the country station where on alighting from the train he was met by the agent and introduced to the latter's helper, "Jack", a young fellow of about eighteen years of age. His ride of five miles to the farm house where he was destined to spend many weeks in recuperation then followed, he being driven by a woman who had been introduced to him as the lady at whose home he was to stay. As Jack had put his trunk in the wagon before the station was left he had said to the Rambler in an aside, "You will find her mighty nice if you don't bother around the house too much. She's an awfully busy woman. She runs that farm by herself with the help of two men and Ruth. Ruth," he added quickly, "is her daughter. You'll like her."

"The Mistress", as the Rambler later came to address his landlady, half apologized to the Rambler for not sending one of her men to meet him, but she explained frankly, "I could not spare either of them from their work." She also somewhat diffidently expressed herself as being a little anxious as to whether or not the Rambler would be contented with what she would be able to do for him. "The fact is," she suddenly exclaimed in an outburst of frankness, "I have never taken boarders before, and I would not now but that I need the money. My husband died eight years ago, and as he was a good farmer the place was in such shape that I thought perhaps I could carry it on. I was raised on a farm myself, and things went along rather prosperously with me until about three years ago. Since then I have had quite a struggle. Your agent here told me that you wanted absolute rest and quiet for at least a month, and insisted that my place was just the one for you. I was quite a while making up my mind to let you come, and to be honest with you I set a price, which I am afraid you may think is high, hoping that it would keep you away. Please don't think that there was anything personal as far as you are concerned in that hope. I only dreaded the experience. But having made up my mind, you are welcome to the best that I can do for you; and what your money can do for me will make it possible, I hope, to let Ruth go to school another winter. That is, it will help buy her some decent clothes so that she can go to school."

She had somewhat sized the Rambler up before this outburst of confidence, and had evidently become impressed in his favor. The Rambler on his part was not so quick to form an opinion as to how he was going to get along with his hostess. However, there was something about her that commanded his respect, so he determined if he found things to be agreeable or even bearable, not to be a hindrance about the place, and to be a help if he found a way.

The life on that farm for the first few days was practically torture to the Rambler, simply because he did not know what to do with himself. Remembering Jack's suggestion as he had put the trunk on the wagon, he kept out of the house as much as possible. He wandered somewhat aimlessly over the farm until he thought he knew every nook and corner of it. He took his book and his newspaper up into a nearby grove and read until he could stand it no longer. He was beginning to feel that the "good country rest cure" that his doctor had prescribed was a joke as far as he was concerned when an idea struck him. He would combine exercise and "something-worth-while-to-do" by walking to the station every day and seeing if he could help out there—if he could especially help Jack, whom he had met again at the farm on Sunday. On that occasion that young man's visit had rather amused him, it being evidently a visit with Ruth uppermost in his mind. He had put himself out to give the Rambler a friendly greeting with the result that the two men had engaged in a short friendly talk about the railroad and Jack's work at the station, out of which had grown the Rambler's "big idea".

Hence it followed that for several days thereafter the Rambler spent an hour or more a day at the little station, and as train time approached he begged to be allowed to sell tickets, "just for the sake of having something useful to do," he claimed. When thus at the station, while apparently not noticing anyone or anything in particular, and seldom if ever making any comments as to how things were being conducted there, he especially watched Jack. Not with a critical but with a helpful interest. He remembered that the conductor going down had said that Jack was the one who had put out the ticket that was dated wrong; so as far as possible his request to be allowed to sell tickets was mostly when by so doing he would take Jack's place while that individual would stand by him as he was working. The Rambler never failed on passing out the ticket to say in a pleasant matter-of-fact tone to the purchaser, "Better look and see if I have got it right. Date's all right, isn't it?" Once he purposely passed out a

ticket reading to a wrong station and did not make his usual suggestion as to checking until the purchaser was about to walk away without glancing at it. On being called back he was politely asked to tell again to what point he wished to go, on which the Rambler with an apology as he issued a new ticket remarked that he had misunderstood. When there was time he would frequently make some pleasant little remark to a patron as to his destination if he himself knew anything about the place, and he generally did, and if it developed that the patron was on a pleasure trip he would suggest some point for future travel for that purpose. He would also volunteer a bit of information as to where changes of trains should be made if the ticket called for it. In short, without once suggesting any of these things to Jack he gave him object lessons that the young fellow was quick to apprehend. So quick, that after a few days he said to the Rambler, "You have put me wise to a lot of little tricks about selling tickets without ever saying a word to me about it. Now I wish you would tell me of any little point that occurs to you that may not come up so that you can see it while you are here, but that would help me in the future." All this resulted in quite a friendship springing up between Jack and the Rambler; and in the following months and years in Jack's becoming a thoughtful, accurate worker instead of having occasional fits of carelessness such as he had started out with in his career.

In the meantime the Rambler's life on the farm had become decidedly enjoyable. In fact so much so, that after having accomplished his purpose at the station he ceased making regular trips there. Instead he learned how to give the men on the farm a little lift now and then; for instance, driving a hay wagon while two men did the loading instead of one. He relieved the women of many a little chore about the house, and with much enjoyment he weeded Ruth's flower garden. He and Ruth became excellent friends, a common bond between them being sly allusions to Jack on the part of each; for the Rambler had seen how it was between those two young people.

Thoughts of these and many other things relating to those summer weeks on the farm, and of occurrences in connection with them that had transpired during the following four years, were what had made the Rambler so preoccupied as he made his trip to Jack's station on the day that had opened so merrily for him by his encounter with the "garbage collector's" son. He was brought back to a realization of the present

moment by noticing that the train was rounding a familiar curve which he knew was at the approach to his destination. The latter was soon reached, and on stepping from the train he was greeted by Jack, who had become ticket agent at the little station. It being Sunday and he free after the departure of the train, Jack was ready to go with the Rambler up to the old farm; for such had been the Rambler's suggestion on advising Jack by letter of his coming. They started out to walk as the Rambler supposed, but on turning a bend of the road they discovered Ruth with the team and wagon hidden from view by a clump of willows a short distance from the station. The Rambler was surprised and pleased at this unexpected meeting, which it afterwards transpired had been prearranged by Jack.

The Rambler spent the rest of the day in real boyish abandon, roaming over the farm with the young people, cracking jokes, telling stories and constantly making sly remarks suggesting that "something might be coming." Of course both Jack and Ruth realized that he had something special in mind when he asked if he might meet them together that day, and they were naturally in a state of expectation in consequence. But they both understood the Rambler so well, particularly his little indirect habit of getting at things, that they patiently bided his own good time, which did not come until about an hour before supper.

It was then, when all three had sat down together on the edge of the creek running through the shady grove, and had been talking about nothing in particular, that the Rambler unburdened himself. "So you two are going to be married in the fall," he suddenly said. They laughingly admitted the soft impeachment, Ruth adding, "I told you that the time I saw you in the city a month ago." "Yes, I know; I know," was the response; "and you also told me, when I asked if the ring you were wearing was your engagement ring that you were not going to have one. That as much as you would like it you had considered it an unnecessary expense in view of Jack's finances. I remember that I thought a great deal more of you for that statement, for the poverty of Jack is no crime and the self-denial for his sake that you were willing to make was very much to your credit. Still, tell me honestly, little girl, wouldn't you have liked to have had a ring for the occasion; say a diamond?"

"Why of course," was the animated reply. "What girl wouldn't like a diamond ring if she could get it? But I wouldn't want one badly enough to have Jack go in debt for

it. And I don't know," she added reflectively, "that I would want it under any circumstances. That is, a diamond. It would hardly fit our condition in life. Don't you think so?" "Oh, I don't know," said the Rambler with a little chuckle. "It all depends. The diamond is a beautiful stone you know. So suggestive of purity and sterling worth that I think it would particularly become you. Just look and see how beautiful such a stone is in proper setting."

As he said this last he took from his vest pocket a little package wrapped carelessly in white tissue paper, from which he extracted a modest but fine quality diamond ring, about a fourth of a carat in size. The lovers looked at it thoughtfully, Ruth exclaiming quietly as to its beauty as she passed it over to Jack. Their interest in seeing the ring having somewhat subsided they were silent for a moment as if not daring to express what was in their minds. It was clear to the Rambler, however, that their common thought was "What is he doing with a ring of that kind here; and why does he show it to us?" So, beaming on both of them as the ring was placed back in his hand, he said, "If Jack was able to give you such a ring, Ruth, don't you think you would enjoy it?" "Oh, yes, of course I would," she answered. "But why ask such a question? We were contented before, so why put thoughts of such luxury into our minds?" "She has put it right when she says '*our* minds,'" spoke up Jack, "for while the girl is generally supposed to be the one to like such things better than the man I'd be mighty proud to be able to have Ruth wear such a ring from me."

"Then take it," quickly spoke up the Rambler. "I brought it down here for you. For you to do as you please with it"—"But knowing," interrupted Jack, "who would get it if I owned it." "Yes, of course," was the laughing reply. "To tell you the truth, I had Ruth more in mind than I did you."

Both the young people were naturally surprised at the Rambler's offer, but the latter could see that was followed immediately by a grave thought on the part of Jack. "After all," the Rambler guessed he was reasoning. "It will not be my gift to Ruth," and his countenance expressed his feeling in the matter. But this had been anticipated, for after watching the struggle in Jack's mind for a moment the Rambler hastened to put himself straight by saying, "I did not *buy* it for you. If I had it would have been different. For me to have bought a ring to give to you for you in turn to give to Ruth would, I admit, have taken

some of the romance and pleasure out of it for both of you. But I didn't buy the ring; I found it."

"It was funny about that," he laughingly said as he arose and stood before them. "If you were city bred as I am, you would admit that the way I became possessed of that ring is rather remarkable. I picked it up from the sidewalk of one of the most crowded streets of 'the loop' in midday and when the sidewalk was filled with people. A man ahead of me kicked it with his heel, causing the gold portion of it to so glisten as to attract my attention. I was about to pass it myself when something prompted me to pick it up notwithstanding I supposed it to be a cigar band. I assure you I was surprised when I found instead of its being a piece of gayly colored paper it was this ring. I looked about me in all directions to see if anyone had turned back and was apparently looking for it. I looked for any automobile that might be standing near the curb and from which some lady might have alighted and dropped the ring from her finger or purse as she did so. But I saw no evidence of any such owner and so I slipped it in my pocket and went on. Later I carried it into a jeweler's to get an appraisal of its value, which I learned was considerable. I immediately watched every newspaper for a week to see if it was advertised. There was but one ad. in that time for a lost ring, and its description did not fit this. In the meantime, I myself advertised it in the lost and found column of the daily papers. I received thirteen answers, only one of which made claim to having lost a diamond ring, and the description of that one did not fit the case at all. That was over a year ago, and in the meantime I have had this ring on my hands without knowing what to do with it. I could not seem to bring myself to sell it and turn it into money, for by its modest size and Tiffany setting I somehow pictured it in mind as the engagement ring of some none too well-to-do girl who no doubt cried very bitterly at its loss. Now, what better use can it be put to," he concluded, "than to become of a surety an engagement ring between two young people that I think a great deal of? As it cost me nothing it will in no sense be my present to Ruth except in a way just far enough removed to suggest my desire for her future happiness."

As he ceased speaking Ruth in a dreamy sort of way held out her hand for the ring, but Jack anticipating her and hastily taking it from the Rambler, said, "Not that way; I must put in on your hand." This he did while the Rambler thrust his hands quickly in his pockets and turned his back on them.

Just why he turned his back may be a matter of conjecture, but he probably thought there might possibly be a little private ceremony that went with that act. How nearly correct he was in his surmise can be gathered from the fact that when he turned on them again Ruth was blushing beautifully while Jack looked defiant. Ruth was the first, however, to recover, saying to the Rambler, "It fits perfectly. Isn't it funny that it should be just the size of my finger?"

"Not so particularly funny," said the Rambler with a sly wink at Jack. "Didn't you see me take the measure of your finger that time when you sat by the side of my desk in my office?" Seeing by the blank look she gave him that whatever he was recalling had entirely passed from her mind, he continued. "Don't you remember when you told me about Jack? And that I asked you if that little garnet ring you were wearing was your engagement ring and you said no? Then you told me it had been your grandmother's, and that you had worn it for a long time, but that in honor of the event, you had put it on your engagement finger in lieu of wearing it on a different one. Then don't you remember," he continued as he sat down again and with knees clasped rocked back and forth as if in high glee at the recollection, "how greatly interested I became in that ring because

it had been your grandmother's? So interested that I asked you to let me see it? Then when you took it off and handed it to me I examined it very carefully, making light remarks about it as I did so, although really I was thinking. And don't you recall that it was quite a little while before I gave it back to you, as if I had forgotten to do so but that in the meantime, as I talked I took a pencil and began scratching over my blotter with the pencil in an apparently absent-minded sort of way? Among other apparently absent-minded things I did with that pencil was to trace the ring on the pad several times; sometimes it was from the outside and sometimes from the inside. But you thought it was just the act of a man who was unconsciously following an incidental habit while trying to be pleasant to a little country girl on her first and only visit to the City?" Ruth nodded that she recalled the interview, whereupon the Rambler said, "The diamond ring that you are now wearing had become yours then. My pencil scratchings enabled me after you were gone to get the size I wanted and the ring has been changed accordingly.

"And now children," he laughingly said as he arose again, "my errand down here today is over. Let's go up to the house and get supper."

Notes of Interest to the Service

There was a day when I took a journey, and I rode in a car of juggernaut, even a sleeping car. And I had bought my railway ticket and my Pullman ticket and paid the war tax. And I had a lower berth, and was content.

And there came into the car a passenger who had a ticket for an upper berth. And he was wroth. And he spake much concerning it, so that all that were in the car heard what he said. And he spake saying:

"I'd like to know what kind of a one-horse road this is that can't put on cars enough to give its patrons decent service. For I have never slept before in an upper berth, and I like it not."

Now, the man who hath never slept in an upper berth hath not slept many times in a lower berth. And I looked at the passenger and I suspected that it was from motives of economy he had taken the upper berth, and that if he had bought a lower berth he would have gone without breakfast.

Wherefore I let him talk till he had told all who were in the car how sad he was at having to sleep in an upper berth. And I said to him:

"I have a ticket for a lower berth, and it cost me one dollar more than an upper berth, and the war tax is another dime. I will exchange berths with thee, and thou mayest give to me a dollar and ten cents."

And he began with shame to sidestep my offer. And he said:

"I could not think of accepting a favor at the expense of thy comfort."

And I said, "I shall be comfortable in the upper berth, and the more so for the comfort thou art to have in the lower one."

And I called to the Ethiopian who accompanied the chariot, and I said, "Move my things to upper seven and give this man lower six; and come thou with thy fire escape, and I will go up."

But the passenger began to sweat, so that cold drops stood on his forehead, and he said, "I thank thee just as much, but I am running a little short on my expense account; and if it is all the same to thee I will go up stairs and save my dollar ten."

And I said: "Peace go with thee."

And the other passengers began to snigger.

And he went up very soon, and was glad to go.

And one of the other passengers came to me, and he laughed and said, "Thou didst sure get his number."

And I said, "The man who hath little at home is the man who kicketh when he goeth abroad. And he who complaineth loudly at the small discomforts of travel is he who is getting all he is paying for and more than he can afford."

And he said, "I had not thought of it on this wise, but I verily believe thou are right."—Congregationalist and Advance.

From a "Memory Tribute" by Mr. Augustus Pope on the restoration of the railroads to their owners, published in a recent number of "The Right-Way Magazine" of the Central of Georgia, the writer has the following to say in connection with the introductory matter of his article. Mr. Pope, it will be of interest to note, has been a well known traffic officer of various Southern roads during the past fifty years, who is now in his eighty-fourth year, and except for failing eyesight, is in good health.

"Acquiring the art of Telegraphy in his mater city, Macon, Georgia, in 1849 (12 years of age) and with the exception of two years and a half of collegiate education, continually in Public Utility Service (commencing railway life in 1856) until 1918, the writer has seen that development of the country and its Transportation and Intelligence systems in a manner rivalling all dreams of romance:

From 24 states with 23,000,000 inhabitants in 1849 to 48 states with a population of 115,000,000 in 1920.

5,400 miles of railway to approximately 280,000 not including duplicated main line, industrial, terminal or connecting tracks.

3,600 miles of single telegraph line to uncouped miles of duplicated, triplicated, quadruplicated wire;

Submarine cables, telephone, wireless systems, wholly undreamed of then, are accomplished facts now.

History records that 92 years have passed since the opening of the Mohawk and Hudson Railway, with all its crudities, in 1828. The subsequent development, of which this Railway was the nucleus and from which expanded a marvelous growth of transportation enterprise, constitute an enduring monument to those who had the courage and foresight to promote it."

Miss Willie Carrico, our ticket clerk at Camp Knox Station, Ky., sends in the following outburst with the notation: "I thought inasmuch as 'Solicitation' is in order again so would 'silly jingles' be and I have made one." The following is her "jingle":

If a journey you might go,
And will come and tell us so,

We will gladly name to you the routes and rate;

And if you wish for reservations,
And "de luxe" accommodations,
They will surely be forthcoming, for
The I. C.'s up to date.

This solicitation's merely,
To remind you gently; clearly,
We'll appreciate your patronage indeed;
So whatever the direction
You may travel, we'll just mention
We'd like to furnish tickets you will need.

And where e'er your destination,
On a furlough or vacation,
Watch your step and pay attention to this
homely bit of lore;
For the I. C. we are screaming,
On the public we are beaming
To land its business now and evermore.

CLAIMANT TO SUPERINTENDENT

My Razor Back
Strolled down your track
One week ago today,
Your Twenty-nine
Came down the line
And snuffed his light away.
You can't blame me,
The hog you see
Slipped through a cattle gate,
So kindly pen
A check for ten
The draft to liquidate.

SUPERINTENDENT TO CLAIMANT

Old Twenty-nine
Went down the line,
And killed your hog we know,
But Razor Backs
On railroad tracks,
Quite often meet with woe—
So there, my friend,
We cannot send
The check for which you pine.
Just plant the dead
And place o'er his head,
Here lies a foolish swine.
—The Right-Way Magazine.

It seemed that when Rastus and Sam died they took different routes; so when the latter got to heaven he called Rastus on the 'phone. "Rastus," he said, "how yo' like it down thar!"

"Oh, boy! Dis here am some place," replied Rastus. "All we has ter do is to wear a red suit wid horns, an' ebery now an' den shovel some coal on de fire. We don't work no more dan two hours out ob de 24 down here. But tell me, Sam, how is it with you up yonder?"

"Mah goodness! We has to git up at fo' o'clock in the mrwnin' an' gathah in de stahs; den we has to hawl in de moon and hang out de sun. Den we has ter roll de clouds aroun' all day long."

"But, Sam, how come it y' has ter work so hard?"

"Well, to tell de truf, Rastus, we's kin' o' short on help up here."—Forbes Magazine.

"O. J. B." thus tells a "Hair Raising Story" in the Milwaukee Magazine for March:

There was a man of our town,
Considered good and wise,
Who, when the leaves began to fall,
Adopted a disguise,
And neither taunt nor ridicule
Could swerve that purpose true;
He said: "Them things are there to stay."
And so his whiskers grew.

The job was started early and
The sun kept warming yet;
Too short to stroke them with his hand,
They sure could itch and sweat.
He cheerfully staid out of doors,
Just where the breezes blew.
The future held rewards for him,
And still his whiskers grew.

Oft times he'd stand out on the steps.
This caused no one surprise.
A habit he had always kept,
Why should he otherwise.
The boys of course would look and grin
As they passed to and fro,
At ornament on cheek and chin,
For still his whiskers grew.

And now stretched out from side to side,
A mattress in full bloom,
The owner strokes with honest pride;
'Tis really quite a broom,
And they admire who once did laugh,
You see, they never knew
How much that man had suffered while
Those pesky whiskers grew.

The following is an extract from a "fable in slang" clipped from an exchange, the extract being here given both for the aptness of its philosophy to present-day conditions and for its possible interest to nature lovers:

"One winter evening in the days of our antediluvian ancestors, a cave merchant overheard a cheap grasshopper who had spent the summer jazzing, beseeching a prosperous ant to grubstake him until the roses bloomed again; whereupon the ant agreed to do this upon the consideration that the grasshopper was to fiddle for the ant during the rest of the grasshopper's days. And the grasshopper said the price was too high; but he would have to pay it or starve."

Don't be afraid of thinking too much. You can't. "The more the mind does," said William James, "the more it can do."

A great doctor—Dr. Boris Sidis—recently said: "In all my practices as a physician dealing with nervous and mental diseases, I can say without hesitation that I have not met a single case of nervous or mental trouble caused by too much thinking or overstudy. What produces mental troubles is worry—emotional excitement—lack of interest in one's work.

So, don't be afraid. Think. Study. Plan. Train your mental powers. You cannot overwork the brain as long as you allow it time to recuperate.

It is worry that destroys the brain—worry and fear and bad feelings and mental idleness.—Marketing.

"No, sir, I couldn't come to church last Sunday," said young Clark to the minister when he commented on his absence. "I got a job that netted me six dollars."

"But that was breaking the Sabbath, wasn't it?" suggested the parson.

"Yes," said Clark. "But it was simply a question of which one of us would go broke, sir, the Sabbath or me."—Leschen's Hercules.

It was midnight on the ocean,
Not a street car was in sight.
The forest fires burned brightly dim
And it rained all day that night.

On a winter's day in August,
The rain was snowing fast,
As a barefooted boy with shoes on
Stood sitting on the grass.

—Clipped:

O'Hara stood surveying the body of his friend, lying in state. Then he began to smile.

"What is there funny about it?" demanded an outraged friend.

"'Twas only last week as Clancy was saying to me how there ain't no heaven and no purgatory. An' here he lies now, poor divil, all dressed up and nowhere to go."—The American Legion Weekly.

A stuttering man made such a mess
In asking for a t-t-ticket to T-t-tess,
That the train couldn't wait,
Phoned "I'll be down on a freight,
Myself I cannot express!"

—Exchange.

"It's just as wrong to gamble when you win as when you lose."

"Yassah," asserted Mr. Erastus Pinkey, "de immorality is jes' as great, but de inconvenience ain't."—O. B. Bulletin.

"How do you know that he's a millionaire?"

"He eats."—Buffalo Express.



1. Field of Cotton near Charleston, Miss., which produced more profit per acre than any two acres of corn or wheat in America.
2. January 1st, 1919, this land was in the woods. This picture of Corn and Soy Beans taken on July 14th following.
3. Three tons of hay or 40 bushels of soy beans per acre, not an uncommon yield in Tallahatche County.
4. Wheat field, a thing of beauty, 45 bushels per acre.

Loss and Damage Bureau

Prevent Losses of Hogs in Transit

MISSOURI STATE CO-OPERATION
IN MARKETING.

U. S. Department of Agriculture
Bureau of Markets

J. R. CAVANAGH,
Field Agent in Marketing

MISSOURI STATE BOARD OF
AGRICULTURE

State Marketing Bureau
JEWELL MAYES, Secretary
JEFFERSON CITY, MO.

Losses of hogs in transit and at yards,
amounting to \$200,000 annually, show the

wanton waste of pork and profits which must be borne by producers shipping to a single centralized market. This, multiplied by as many times as we have equivalent volume passing through all other markets in the country, represents an enormous economic loss sustained by American producers and consumers. Claims for loss and damage in transit on the great volume of live stock business reach large amounts in the aggregate. Twenty-seven railroads aggregating about 35 per cent of the total owned mileage of the country reported to the Bureau of Markets that their claims paid on live stock during the fiscal year 1913 to 1914 approximated almost five per cent of their live stock earnings. These losses in many instances are due almost entirely to the negligence of the shipper in not taking proper precautions.

The following table shows by months the ratio of dead hogs to each thousand head of actual receipts at Kansas City during the four years' period, 1914 to 1917, inclusive, as taken from data obtained by representatives of the Bureau of Markets. Only those animals which were unloaded dead at the yards or which died after unloading are included.

Month.	No. Dead Hogs per Thousand
January	3.15
February	2.93
March	2.86
April	3.27
May	2.67
June	2.41
July	2.48
August	2.58
September	3.04
October	2.01
November	2.93
December	3.25

Hog losses are somewhat uniform throughout the year, with the greatest average of the losses for the four years' period sustained in January, April and December at Kansas City. A survey of the losses at a number of other markets indicates that extreme changes in weather, especially from cold to hot weather, tend to increase losses by death. The first hot spells which come in early spring and the extreme cold weather in December and January cause heavy losses in shipping hogs. Overheating during these extremes of weather is probably the most frequent cause, while sudden changes in temperature such as might be caused where overheated hogs become chilled in winter may cause sudden death.

Proper feeding of hogs, care in handling while hauling to cars to avoid overheating, adequate local stock pen accommodations,

proper cleaning and bedding of cars, careful handling in the pens and at the time of loading, and loading cars only as full as consistent with the safety of stock, are all factors contributing to the welfare of the hogs while en route.

AT ALL TIMES—

Feed hogs a balanced ration.

Force them to take some exercise by having large feed lots.

Water supply at some distance from the feeders.

Handle carefully and quietly when loading into wagons and in hauling to local stock pens.

Place stock on dry feed a few days prior to shipment.

AVOID—

Feeding of corn alone.

Taking stock direct from grass or pasture for shipment.

Overfeeding prior to shipment.

Feeding of skim milk or slops prior to shipment.

Excitement and overheating in hauling to loading point.

Loading of hogs which are overheated or panting.

AT THE STOCK PENS—

Unload stock from wagons quietly and with care.

Give shade, water and rest in warm weather.

Give water, rest, and shelter in winter.

Provide a light feed to animals at loading pens prior to loading.

IN LOADING—

Order 40-foot cars where no difference in minimums is required by carriers as compared with this size and 36-foot cars.

Do not, however, prepare a load for a 40-foot car until it is known that this length car can be secured.

Load animals at least one hour before train moving time.

Remove all manure and refuse from cars.

Use clean dry straw or shavings as bedding in winter and wet sand or cinders in summer.

Drive the hogs into the car a few at a time and without excitement.

Avoid overloading.

Partially line cars with tar paper in very severe weather so as to protect hogs from the direct blasts of cold winds.

Hogs fed a balanced ration do not seem to heat as badly as do hogs fed upon all corn diet. Large feed lots or other means which tend to induce moderate exercise will prevent flabby heart muscles and lessen the danger from suffocation or of inflammation of the lungs. Stock taken from pasture or

soft feed seem to suffer worse than do hogs fed a few days upon dry feed.

Stock should be afforded shade, rest, and water before loading into cars in hot weather. A hog that goes into the car while hot will not have an opportunity of cooling.

Stock should not be fed the night and morning prior to loading as this will lessen total shrink. Stock so treated should be brought to the local pens in the morning, given rest and a light feed in the afternoon, and loaded quietly into cars for shipment.

Where no distinction is made in minimum requirements of carriers on 36- and 40-foot cars, order 40-foot cars. Where higher minimum is required upon longer cars, order cars of such size as to best suit your requirements.

Manure, straw bedding, or other refuse should be removed prior to loading as this will ferment and give off both heat and gases which only add to the discomfort of the animals. These make the hogs restless and cause them to become overheated.

Hogs may be drenched when cool without danger, but it is safer to wet down the sand in the bottom of the car if in doubt; the shock from drenching overheated hogs may result in instant death.

Hogs weighing less than 250 pounds average cannot be safely loaded to required minimum weights. Better load from 15,500 to 16,000 pounds where 36-foot cars are furnished for stock averaging less than this weight. Losses of pork figure more than the freight upon a few pounds kept at home.

Notation should be made upon bill of lading specifying "36-hour release," "drench upon arrival of all division points," or such other service as is customarily furnished by carriers and desired by the shipper. Never give verbal instructions.

The United States Department of Agriculture has determined the minimum feed requirements while in transit as follows: "Swine, not less than 2 bushels of shelled corn, or its equivalent in ear corn or other grain, per single deck of not more than 17,000 pounds weight; not less than 2½ bushels of shelled corn, or its equivalent in ear corn or other grain, per double deck of not more than 21,000 pounds weight. Carload lots of hogs in excess of these weights should be fed an additional amount in the same proportion." Where amounts vary greatly in excess of those specified are fed, it is quite probable that feed will be wasted.

Meritorious Service

CHICAGO TERMINAL

During January the following gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands:

Gatekeeper Katherine Dolan.

Gatekeeper Ray Fraher.

Yard Repairman Ted Haas, Fordham, has been commended for discovering and reporting freight in car U. P. 40414, brought back from the U. S. Yards. The car was supposed to be empty, both side doors being open. The freight was returned to the U. S. Yards, thereby averting claim.

W. C. Campbell, operator, Harvey, has been commended for discovering and reporting something dragging under train No. 53, engine No. 1575, passing Harvey February 21st. Train

was stopped and it was found brake rigging was dragging under N. P. 28942. Same was removed, thereby preventing possible accident.

ILLINOIS DIVISION

Conductor J. B. Mallon, train No. 26, January 4th, declined to honor local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. S. Wiegel, train No. 2, January 8th, and train No. 24, January 13th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor F. L. Brown, on train No. 18, January 9th, declined to honor trip

pass account being in improper hands and collected cash fares.

Conductor H. B. Jacks, train No. 23, January 29th, and train No. 24, January 26th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor R. W. Carruthers, train No. 525, January 13th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor M. B. Cavanagh, train No. 2, January 16th, declined to honor card ticket account having expired and collected cash fare.

Conductor C. Wildman, Champaign, has been commended for discovering and reporting broken flange on C. & N. W. 116008, moving south in extra 1657 at Centralia. Necessary action was taken to prevent possible accident.

Conductor J. J. Monahan, Champaign, has been commended for discovering and reporting I. C. 120455 and R. I. 88684 with no light weight stenciled on same. Arrangements were made to have cars stenciled.

Towerman J. O. Bear, Neoga, has been commended for discovering and reporting brakebeam down on Pa. 73714 in extra 1542 south. Train was stopped and brakebeam removed, thereby preventing possible accident.

Switchmen E. G. Overman and R. J. Busick have been commended for discovering and reporting journal broken under N. P. 10638 and stopping extra 1525 north February 21st on outbound lead. This action undoubtedly prevented possible accident.

ST. LOUIS DIVISION

Mr. C. F. Settlemaier has been commended for turning in over 70 old air hose and 19 angle cocks which he picked up in the vicinity of Benton.

SPRINGFIELD DIVISION

Mr. William Dull has been commended for discovering and reporting broken rail just south of the first bridge south of Dunkel February 1st. Dispatcher was notified so that arrangements could be made for necessary repairs, thereby preventing possible accident.

Brakeman E. M. Baker, Clinton, has been commended for discovering cross-over switch on Springfield main west of crossing gate at Clinton having been run through and lining switch for Springfield district train extra 1824, January 20th. This action undoubtedly prevented possible derailment.

Brakeman F. S. Crum, Clinton, has been commended for firing engine 1767, extra north, Waggoner to East Grand Avenue, on account of regular fireman being taken ill. This action undoubtedly prevented possible delay.

INDIANA DIVISION

Section Foreman A. Beam, Rose Hill, Ill., has been commended for discovering and reporting wheels sliding on L. & N. 68579, on account of air sticking, No. 296, February 4th, one mile south of Rose Hill. Prompt action in flagging train undoubtedly prevented possible accident.

TENNESSEE DIVISION

Conductor G. Klinge, on train No. 2, December 29th, lifted trip pass account being in improper hands and collected cash fare.

MISSISSIPPI DIVISION

Conductor F. J. Hines, on train No. 5, January 9th, lifted identification slip Form 1572, on account of passenger not being provided with term pass, and collected cash fare.

On train No. 6, January 30th, he declined to honor scrip book, on account of having expired, and collected cash fare.

Conductor R. A. Cathey, on train No. 5, January 10th, declined to honor

card ticket, on account of having expired, and collected cash fare. Passenger was referred to passenger department for refund on ticket.

LOUISIANA DIVISION

Conductor R. H. Bowles, on train No. 34, January 11th, lifted employes' term pass, on account of identification slip, Form 1572, having been altered. Passenger refused to pay fare and was required to leave train.

Conductor R. E. McInturff, on train No. 35, January 2nd, lifted identification slip, Form 1572, on account of passenger not being provided with term pass, and collected cash fare.

On train No. 35, January 4th, he declined to honor 54-ride monthly commutation ticket, on account of having expired, and collected cash fare.

On train No. 24, January 5th, and January 7th, he declined to honor card tickets, on account of having expired, and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 24, January 19th, he declined to honor 30-trip family ticket, on account of being in improper hands, and collected cash fare.

Conductor L. E. Barnes, train No. 5, January 9th, lifted employes' trip pass, on account of having been used pre-

viously for passage. Passenger refused to pay fare and was required to leave train.

On train No. 4, January 18th, he declined to honor annual pass, on account of not being good for passage in territory in which presented, and collected cash fare.

Conductor G. O. Lord, on train No. 1, January 18th, lifted term pass, on account of being presented for transportation of passenger not entitled to passage thereon, and collected cash fare.

Conductor H. T. Erickson, on train No. 3, January 18th, lifted annual pass, on account of being in improper hands, and collected cash fare.

MEMPHIS DIVISION

Conductor J. S. Lee, on train No. 434, January 4th, lifted going portion of trip pass, on account of returning portion being missing, and collected cash fare.

NEW ORLEANS DIVISION

Conductor Charles E. Gore, on train No. 32, January 22nd, lifted term pass and identification slip, Form 1572, on account of being in improper hands. Passenger refused to pay fare, and was required to leave train.

Roll of Honor

Name	Occupation	Where Employed	Years of Service	Date of Retirement
William W. Sampsell	Engineman	Ill. Division	35	10/31/19
Alfred W. Tilley	Car Inspector	Clinton, Ill.	26	12/31/19
Frederick W. Harlow	Div. Pass. Agt.	Louisville, Ky.	48	2/29/20
Samuel Bennett (Col.)	Laborer	Ingliside, Miss.	35	11/30/19



Division News



Mrs. Eleanor Watts, who was formerly stenographer to the accountant in the Purchasing Department, recently decided to change her "boss" and so took a running jump in the sea of matrimony. A Mr. Karl Dupes, of Indiana Harbor, was recently seen sitting on one of the tracks in the yards whistling "I'll Be Happy When the Preacher Makes You Mine."

The census taken shows Indiana Harbor as having one more inhabitant and any Illinois Central employee straying from the bright lights as far as that fair city is invited to pay a visit to 3446 Fir Street, Indiana Harbor, Ind.

Mrs. Watts was in the Purchasing Department for the past two years and was a loyal, conscientious worker, respected and loved by all, and on taking her leave was presented with several useful gifts. A farewell dinner was also tendered her by her girl friends at the Black Cat Inn.

MUSIC.

By **Cornelius E. Swope, Freight Claim Department.**

Pleasing science;
My reliance;
Ever present in my mind:
Perish never;
Live forever;
Be to me, always as kind.

Never waning;
Always gaining;
In each true musician's heart:
More each hour,
I feel the pow'r,
Of your dear, delightful art.

You're a treasure,
Beyond measure;
And I love you more each day.
You drive my care
From out his lair,
And keep 'my thoughts in active play.

Musicians true,
A word with you,
Stick to your science well:
For aught you know,
Some day may show,
How potent is her spell.

INDIANA DIVISION

Congratulations, C. A. K. and A. C. F. On March 1st, Mr. C. A. Keene was appointed train master Mattoon-Peoria Districts, Indiana Division; Mr. E. N. Vane's (Train Master) territory will now be Indianapolis-Effingham Districts, with headquarters at Palestine, Ill. W. J. Sullivan of Birmingham, Ala., succeeds A. C. Freigo, who was appointed chief dispatcher in Mr. Keene's place.

Miss Ruth Etherton has accepted position as stenographer at Palestine, Ill.

Mr. Chastaine, accountant from general manager's office has been with us checking schedules.

Harry Seibert of chief dispatcher's office recently bid in the position of clerk to supervisor B. & B. Harry Lidster is the new clerk up stairs.

The clerks all report a good time at their party in the Moose Club Rooms. One feature of the evening was a contest, in which Mrs. Jas. Warren, wife of one of master mechanic's clerks, was voted the prettiest lady present, and Time Keeper C. W. Stephenson, the homeliest man. (We all know you're awf'ly good natured, Mr. S.)

Francis Hanrahan of the accounting office has accepted a position with a private concern in Chicago; Maring Crane who has been on special work in that office, fills the place made vacant by Mr. Hanrahan.

Miss Florence McShane of superintendent's office spent a day in Chicago recently.

Misses Essie Reams and Victoria Gustafson were also Chicago visitors on Sunday.

The tonnage clerk is all "swelled up" in the face. Is it toothache or what?

Conductor H. T. Harper is in the I. C. hospital at Chicago, undergoing treatment.

Switchman C. R. Ramsey and wife are visiting in Jacksonville, Fla.

A pleasant evening was spent by the girls of the division offices at the home of Archie Buckton, C. C. to M. M. when his new Brunswick was tested, and found to be O. K.

C. Colvin, Jas. Harris and Geo. Leach of Loco Dept. Mattoon, with their families, have just returned from Southern Florida.

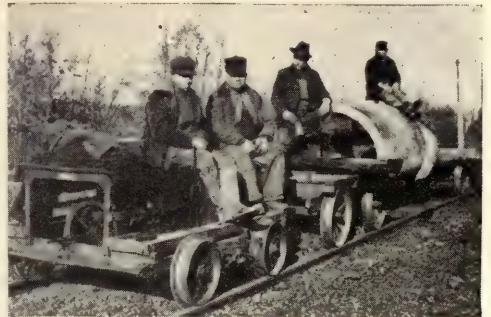
Sympathy is extended to the families of E. A. Grant, car carpenter, Mattoon Shops, who passed away March 6th, after a very short illness, and G. E. Robinson, engineer, who passed away March 10th at his home in Mattoon. Mr. Robinson was one of the oldest engineers on the division, having been in continuous service since February, 1889.

UNIQUE METHOD TRANSPORTING COMPANY MATERIAL ON THE INDIANA DIVISION

Due to the extreme car shortage, it is necessary that employes of the Maintenance of Way Department exercise their full resources and ingenuity in moving their material from place to place.

Bridge and Building Department Foreman Henry Benham was confronted with the problem of moving four joints of 42-inch concrete pipe a distance of 1½ miles. The task was accomplished in one hour and 30 minutes through the use of a motor car trailed by push car and hand car upon which a beam passing through the pipe had been blocked to allow the 42-inch concrete pipe to clear the rail, as illustrated in the photographs.

Foreman Benham and his men, it must be understood, are also always on the alert in matters of safety so they want it distinctly understood that the man shown sitting on the pipe did not ride in that position while the cars were in motion.



MOVING 42-INCH CONCRETE PIPE,

WISCONSIN DIVISION

Mr. Geo. Tree, who has been connected with the accounting department for the past six years, resigned on March 12th to accept a position as accountant with Nash Auto Agency Co. in this city. We regret to lose you, old Pal," but here is wishing you the best of luck.

Mr. D. C. Zimmerman, of the accounting department, has resigned his position to accept a similar one at Stovers Manufacturing Co., Freeport.

Mr. S. B. Ellsworth, assistant chief accountant, has resigned his position to assist former Accountant Weise, they having joined in partnership as grocers at Rockford, Ill. There is no doubt but success will find its way to their place of business, as both are congenial and popular young men.

Mr. R. C. Beauvaix, assistant time keeper, familiarly known as "Boots," is no longer in our midst to keep us happy with that everlasting "wit." He is now handing it out as chief clerk to the agent of C. M. & St. P. at Freeport.

Mr. A. B. Tracey, the popular assistant chief clerk to superintendent, has severed his connection with the railroad to accept a position as efficiency expert for the Stephens Motor Car Company in this city. With his ability and businesslike manner we all know there is a great future ahead for "Andy."

Mr. W. C. Love, clerk to chief dispatcher has resigned his position to enter the service of Stephens Motor Company. Before leaving he promised to give us the best car at lowest price should we be in the market. Had it been a bicycle industry instead of an auto industry he might perchance have an occasional customer, but the clerks feel it would be rather a hardship to go without eating to become a customer of "Bill's."

Leon Halen, rate clerk in agent's office Freeport has resigned his position to enter into business in Chicago, Ill.

Small groups of clerks can be seen each day congregated in a corner and with a sharp ear one might hear an occasional expression as "When are you going to take your vacation?" Spring is here, as is also the well known "Spring Fever."

Madge Gray, better known as "Old Reliable," formerly file clerk is now assisting on the tonnage desk, so rest assured reports will never reach Chicago late.

The following changes have been made in the clerical force of superintendent's office: Mr. J. O'Neil assigned to position of assistant chief clerk to Superintendent W. Wilkinson, assistant chief accountant, Paul Donahue as accountant No. 1, E. J. Grace as accountant No. 2, Martin Weber employed as clerk and stenographer, Stacey Packard as file clerk.

Ethel Love, how sweet the name, has accepted a position as stenographer in superin-

tendent's office. Hope she will remain with us?

Dispatcher Olsen has recently purchased a new "Ford," having in mind a contemplated trip to Canada this summer. Not being familiar with his driving we have doubts of his ever reaching said destination. To prove this statement consult Chief Clerk Barshinger, who reported for work at 2:35 P. M. a certain afternoon, after walking several miles in the mud, account Olsen not being familiar with handling of car in deep mud. The mud must have been extremely deep, since small tracts of it were lodged on his vest and watch chain.

Trainmaster M. G. Flanagan appeared very happy on last Monday morning. A little questioning brought forth the utterance "I am now a grandpa." Congratulations.

La Salle, Ill.

Mr. A. J. Finlen and family left last Sunday for Los Angeles Cal., where they will make an extended stay. Art stayed here just long enough to see his Streator Basketball team win a game and was in a rather jubilant frame of mind when he boarded the Sante Fe train at Streator—you see, he and Jess had a wager on, that Streator wouldn't win a game this season—Jess taking the negative stand. Well, Streator did win one game and Art won the bet and poor Jess was subject to oodles of abuse from Art before he departed for the golden west.

Art's one regret was, that Frank Vassar of the Western Weighing Bureau wasn't here to share Streator's triumph—Frank hasn't had much to say since his Lockport football team was handed such a terrible sledging last fall. Frank and Art it seems do not agree on the ability of Streator.

The Knights of Columbus of Mendota ran a special train to La Salle recently for the purpose of exemplifying degree work upon a charter class. A large number from that locality attended and a successful day was reported by all. Agents Egan of Mendota and Riley of Dixon were among the visitors.

Operator John McGowan of Amboy was in La Salle recently calling upon his numerous friends between the bridges.

Mrs. John Henninger, who has been confined to St. Mary's hospital the past several weeks, following an operation, is showing decided improvement, according to latest reports from physicians in charge.

The two O'Connor boys, Martin and George, purchased a home on the corner of Fourth and Union Streets last week and are being highly complimented by their friends for their good work. "More power to you boys."

Miss Elizabeth Keys is back on the job in the freight office after a three months' absence. It is our understanding that "Libby" spent some of her time teaching school.

Roy Peters, Vince Myler, Hank Stoetzel

and Eddie Schmidt motored to Howe the other night to take in the bowling tournament.

Frank Barclay of Lostant was a La Salle visitor last week. While here, it is rumored that Frank was to buy a new headlight for Rutland Fire Truck.

Our Night Baggageman Charlie Block signed up with a local bowling team and made his initial appearance at Sport Har- graves' alleys the other night. Block's team was made recipient of a classy drubbing. However, we think the fact that Charlie had to go to work at eleven had a lot to do with it.

Thomas R. Burns was called to Pocatello, Idaho, recently by the death of his father.

Mr. William Cramer of Dixon was a La Salle visitor last week.

MINNESOTA DIVISION

Instrumentman Fred Smith, who has had experience in the 108th Engineers in France, thinking he might capitalize his experience, is spending a month in Mexico organizing an army of his own. We are all anxiously awaiting his return to see what he accomplished.

Thomas J. Ahern has resigned his position as accountant in the freight office at Dubuque, having accepted a position in Wichita Falls, Texas.

Miss Belle Connors has accepted the position of second trick telephone operator at Dubuque.

Fred J. Permantier has resigned his position from the accountant's office at Dubuque and has accepted a position in Davenport with the Martin Cigar Co. Miss Angella Haupt, clerk in supervisor's office, has succeeded Mr. Permantier.

We are expecting a record breaking report from Peoria as our claim agent H. D. Smith, who bowls in the tournament now being held at that place is quite an expert at the game.

Mr. J. Palen and H. Lightfoot have returned to this division as traveling passenger agents.

Spring is here. T. F. Callahan, chief clerk, claims to have seen a robin on March 1st. Tom has a habit of beating us to it.

J. E. Allison, agent, Dubuque, spent a few days in Chicago on company business.

Grace Phillips, cashier, who was ill with scarlet fever is back on the job. Her return was celebrated with a new adding machine.

Miss Ethyl Lassance, clerk, in the freight office, seems to be inconvenienced by the street car strike. Ethyl is one of our "commuters," but cheer up, Ethyl, it is a splendid way to reduce. How about our car distributor, H. A. Brown?

Pretty soft since the new line between the freight and superintendent's office has been installed. Carrie Stuber, the operator,

will have plenty of time for fancy work and dime novels, however, Carrie isn't that kind of a girl.

Jimmie Ahearn goes to Fort Dodge every time he can get a pass. Jimmie doesn't know, but we found out her name is Sadie.

Mark Woods went to Savanna, Ill., to fish, but the river being frozen, he came back with an empty line. We think it is a fish story.

Looks like there will be several changes made in the clerical force, several of the girls are wearing diamonds. Collette La-Tronch refuses to give us the date. Hilda Blichman calls hers a shamrock—she must have gotten it St. Patrick's day.

Now that the river is open, if you want to see Vivian Brand, you will find her in her canoe on the Mississippi.

Chief Dispatcher E. C. Russell gave us quite a scare. Thought sure he was getting the flu, but we found out it was just a case of lonesomeness—his wife was spending a few days in Mattoon, Ill.

Blaine Frederick, operator at Galena, is spending a few months in Santa Rosa, Ore. He will be relieved by D. J. Kramer.

S. D. Rowe is now first trick operator at A. R. office at Waterloo.

A. J. Beckage, formerly agent at Myrtle, Minn., is now filling the position of third trick operator at Winthrop.

We are looking forward to a visit from Mr. P. E. Talty, chief dispatcher, who has been confined to the Illinois Central Hospital for the past two months.

Miss Winifred Busch has accepted position as clerk to supervisor at Dubuque.

Bob E. White, caller at Waterloo yard office, made a flying trip to Dubuque recently.

Conductor J. J. O'Hern and wife spent a month in Los Angeles, Calif. The only ob-



MEMPHIS DIVISION CONDUCTOR, JEFF WILLIAMS AND HIS PALS, CHARLESTON, MISS.

jection he had was, that time passed all too soon.

Mr. J. C. Neft, formerly chief accountant on this division, but now traveling auditor on northern lines, spent Sunday in Dubuque calling on friends.

Mr. H. G. Duckwitz, who has been spending the past month in Texas, returned to Dubuque yesterday.

Mr. R. L. Guensler has now assumed his duties as chief clerk to superintendent. Everyone seems to be well pleased.

Dispatcher T. J. Russell is enjoying ten days' leave of absence account securing a new set of molars. We wonder what he is doing with his tobacco money now.

KENTUCKY DIVISION

"The Cash & Carry Grocery," owned and maintained by the employees of the Illinois Central Railroad Co., with Mr. W. S. Dollar, former Illinois Central employe, is very much on the boom—prices are right and business rapidly increasing every day. Sales averaging between \$150 and \$200 per day.

Chief Dispatcher J. H. Eaker and wife are in Paris, Tenn., on account of the death of Mr. Eaker's father.

Mr. McManamum, of the Baxter Coal Co., paid us a visit Tuesday.

Dispatcher A. S. Pitzer has just returned from Paducah Hospital where he had his tonsils removed.

Assistant Chief Dispatcher L. K. Butler was in Paducah recently.

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Cashiers
Clerks

Engineers
Superintendents
Draftsmen
Transitmen
Rodmen, Etc.



A NATIONAL ORGANIZATION—ESTABLISHED 1910

Please mention this magazine when writing to advertisers.

Traveling Engineer Ryan and Conductor D. B. Osborne attended the McCormack recital in Evansville Tuesday night.

Operator C. E. Ulmer has been in the Paducah Hospital; slight nasal operation.

Water Works Foreman John P. Price visited Chicago recently.

Vice-President L. W. Baldwin was through Princeton last week enroute to Louisville. We are all glad to have Mr. Baldwin back with us and hope he makes his visits oftener.

Operator Vaughn Fralich, of Hopkinsville, and his bride passed through Princeton Wednesday, enroute to New Orleans on their honeymoon.

Agent Goodwin, at Otter Pond, has been suffering considerably from a sprained ankle.

Agent Young, of Cobb, was in Princeton last week on business.

Operator C. G. Van Etten and wife went through Princeton recently enroute to Marion, Ky., where Mr. Van Etten is now working.

Local Office, Twelfth and Rowan Streets, Louisville, Ky.

Mr. T. A. Johnson, electrician, Fulton, Ky., paid us a brief visit on February 19th.

Traveling Car Agent, Mr. W. E. Hausen, and Mr. C. L. Bent, were in Louisville several days in February checking embargo cars and the general embargo situation.

Our cordial friends, Mr. W. C. Waggener, supervisor bridges and buildings, Princeton, Ky., was in Louisville February 20th looking after some work in progress at this station.

Mr. E. F. Higgins, inspector of Demurrage, was here on February 24th and 25th checking old demurrage items.

On March 1st Mr. A. W. Gross, chief out-bound clerk in charge of the billing department, left the local office to accept the position of chief clerk in commercial agent's office here. He was succeeded by Mr. J. E. Nicklies.

Miss Virginia Dean, in the accounting department, was confined to her home several days account of illness.

On March 3rd and 4th embargo situation was checked by Mr. H. S. Grant, traveling car agent.

Trainmaster, Mr. C. O. Cecil, and traveling engineer, Mr. J. J. Millett, visited with us on March 5th.

On March 10th Traveling Auditor, Mr. E. E. Troyer, visited this station and checked switching tickets, etc.

TENNESSEE DIVISION

We were very glad to have Mr. Clift as a visitor in our office March 4th.

R. C. Pickering, Asst. Chief Clerk to Superintendent, attended the Shriners' Banquet at Paducah, Ky., March 10th.

Chief Dispatcher Mays has been absent

from his duties for some time account illness.

R. E. Pickering, Assistant Accountant, B. F. Evans, Chief Clerk, and W. P. McAdams, Chief Accountant, attended Accountants' Meeting in Memphis March 24th.

We are glad to have Station Auditor A. N. Robinson back on the Division after an absence of several months in Chicago on special work.

P. P. Pickering, Chief Clerk to Roadmaster, spent March 24th in Dyersburg on Railroad Business.

W. C. Valentine, Statistician, and wife visited in Jackson, Tenn., recently.

Chief Yard Clerk C. B. Green is in Chicago, working on special work in connection with new rules governing carding of cars.

F. P. White, Train Master's Clerk, made a trip to Hopkinsville recently.

Miss Hazel Manley has returned to her home in Martin after working a few days in Superintendent's office.

C. W. Hall, former Tennessee Division Flagman, has been appointed Car Agent at Birmingham, Ala.

General Foreman A. R. Sykes and Blacksmith Foreman T. O. Martin have been granted a 60 days' leave of absence and are now traveling in interest of the "Martin

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The largest and best equipped
Mail Order Shoe Repair Shop in the
south. Send us your old shoes
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Tool Holder." Mr. Sykes' place is being filled by Mr. C. B. Tompson and Mr. Martin's place by Mr. T. E. House.

Mr. Chas. Hutchinson, Stockkeeper at Jackson, has been transferred to Birmingham.

Mr. H. Howard, Boiler Foreman, attended the Safety Meeting in Fulton last week.

Master Mechanic Grimes, wife and daughter, spent a few days in Chicago the first of the month.

Messrs. Dodge and Lindrew were at Jackson on the 15th and 16th.

Mr. J. F. Raps, General Boiler Inspector, visited Jackson on the 23rd.

R. E. Pickering, Accountant Superintendent's office, attended the Ceremonial of the Mystic Shrine at Jackson, Miss., sometime ago.

Mrs. M. T. Calliham, Record Clerk, spent a few days in Chicago recently.

Miss Hortense Johnson, Clerk, has returned to work after spending several days in Louisville.

Miss Alva Mae Price has resigned her position as Stenographer, Superintendent's office, the vacancy being filled by Miss Lois Covington.

LOUISIANA DIVISION

Louisiana Division employes were very glad to receive news of the appointment of Mr. C. M. Starke as assistant master me-

chanic at Memphis. Mr. Starke was formerly employed as master mechanic at McComb, and we are glad to have him back on our system.

We were recently paid a visit by Mr. R. B. Clark from the general manager's

Miller's Antiseptic Oil, Known as

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Will Positively Relieve Pain in a Few Minutes

Try it right now for Rheumatism, Neuralgia, Lumbago, sore, stiff and swollen joints, pain in the head, back and limbs, corns, bunions, etc. After one application pain usually disappears as if by magic.

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office. We are always glad to have the Chicago boys with us. However, sometimes our timekeepers are not very pleased to see the time checkers come around.

Division Auditor V. D. McAllister left us Wednesday, March 17th, to except a position as chief clerk to district engineer of the Erie Railroad in Chicago. We regret very much to lose him but our loss is the Erie's gain.

Our sick list during the past month had one endorsement, Miss Marie Wardlaw, report clerk, who underwent an operation in the I. C. Hospital at New Orleans. She lost a part of her anatomy—her appendix. We are glad she is recovering rapidly.

BUSINESS CHANCES

MILLIONS are suffering with Rheumatism. Most important discovery of the age. An herb that actually drives the most stubborn case of Rheumatism entirely out of the system. People write us and say they are astounded at the results, especially on the kidneys. Just think of the money making possibilities. Representatives wanted. \$1.12 pound postpaid, 10 pounds, \$5 express paid. Rheumatism Herb Co., Venice, California.

While she was off sick, we had the pleasure of having Miss Louise Bridges with us to fill her position.

Our liberty bond clerk seems to think he is a poet and has submitted the following for publication:

A Way to Success

"Boys," said Douglas, "I've found a good old way
To keep the railroad from working me eight hours a day.

I'm not going to invest in hats, caps or coats,

I'm going to buy a hundred head of Angora goats.

Wool is worth now eighty cents a pound you see

And in five years what a rich man I will be."

We also have another poet in the master mechanic's office who submits a poem entitled "One-O-Nine," as follows:

"One-O-Nine"

When the Illinois Central called for aid
Lots of work and energy were displayed.
No one paused or their duty shirked
But day and night faithfully they worked.

Now there is Purdy, Boss of all,
Who is very smart, but not quite so tall.
Marion Boulware is his assistant
And with all the work is very persistent.

Then the man so tall, "Bingo" is his name,
But no one knew from whence he came;

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COATS AND SUITS

The Height of Style and Value

The woman who wears a Printzess garment is always well dressed. They are the last word in Paris style — thoroughly distinctive in every way. Won't you write us for a catalogue, or better still, come into our store and look them over?

Freeport's Metropolitan Store

STUKENBERG & BORCHERS

119-121 Galena Street Freeport, Illinois

They chose him leader of "One-O-Nine"
Out in the box car where they "toe the
line."

From out the north came three young men
so fine,
To work on the job called "One-O-Nine."
Their names were Mitchell, Bates and Car-
son,
Just before they came South they visited
the parson.

Leggett and Herrington with so much sense
Worked hard 'til they became quite dense.
Then came Glennon and Lea
Full of pep on the job, to see.

Stewart and McEwen came, instructed from
school,
To please in method and learn the rule.
But they have left the job called "One-O-
Nine"
For school opened and they could not
deline.

Look in the car and you will find the best;
Fritzie Brasfield sitting among the rest.
Fred Moore from the North, who plays in
a band
Came 'way down South to lend a hand.

Blair, Simmons and Lewman, three of a
kind,
Really so brilliant were hard to find.
DeSola, Shrader and Emmerick their names
did sign



No Money Down

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, hand some guaranteed 20-year, gold-filled case. Guaranteed to pass inspection on any railroad.

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Watch comes express prepaid to your home. Examine it first. Only if pleased send \$1 as first payment. Wear the watch. If after ten days you decide to return it, we refund deposit immediately. If you buy, send only \$5.50 a month until \$55 is paid.

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February 25, 1920.

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Chicago, Ill.

Gentlemen:

This will acknowledge receipt of your favor of the 19th instant, enclosing check to cover my injury which was reported to you on the 18th instant.

While your company has always been prompt in settlement of all claims I have had, I believe this is a record breaker and I desire to thank you for same.

I have carried a policy for twenty years with your company.

Yours very truly,
H. W. BIBB,
Conductor.

T. C. CANTY
Agent.

(Cut out and mail today)

Continental Casualty Co.
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I am employed by the ILLINOIS CENTRAL RAILROAD. Please send me information in regard to your accident and health insurance such as was carried for TWENTY YEARS by Conductor Bibb of E. St. Louis, Ill., and by hundreds of my fellow employees.

Age..... Occupation.....

Division

Name

Address

CONTINENTAL CASUALTY COMPANY

H. G. B. Alexander
Pres.

CHICAGO

All came to work on Circular "One-O-Nine."

Connerly and "Junk," who assort tickets all day,
Will certainly turn into bolts and nuts they say.

Bill and Mable, who use the adding machine
On this Circular, are both very keen.

Last, but not least, comes Grover Klinge,
Who thinks himself as great as a king,
Keeps his cap on the livelong day
And works hard without any play.

The cause was general, the support was strong,
The hands were willing, the reign was long,
So ends this Circular "One-O-Nine"
Now for all pleasure, we stand in line.

CANTON, MISS.

The railroad organization at Canton extend congratulations to Mr. Sam Dunning, our former ticket agent and Mrs. Dunning, former bill clerk, over the arrival in their home of a fine baby girl.

R. S. Rabb, yard clerk, and J. E. Dunning, warehouseman, made a flying trip to New Orleans.

Conductor Dick Irwin surprised his many

friends by stealing away a few days ago with his bride. They were gone several days visiting New Orleans, Biloxi, Gulfport and other gulf points.

Conductor Rushing and family have moved to New Orleans, Mr. Rushing having taken the run on local out of Harahan.

We notice that Secretary McLaurin, of the Y. M. C. A., is making preparation for opening up again the Y. M. C. A. natorium. This is certainly a benefit and pleasure, especially to the railroad people at Canton.

Mr. Wardlaw, the popular machinist at Canton, made a flying trip to McComb. We wonder if he is as popular with the girls of that city as with those of Canton.

The Infare, given for the benefit of the Methodist Church Building Fund, was repeated at Flora, Miss., and Car Inspector Erwin was kind enough to assist by lending his car to carry a crowd of the performers.

Car Inspector R. J. Arnold has purchased a new chevrolet. After working eight hours, he spends his eight hour recreation period joy-riding.

Conductor J. R. Parsons, having recently sold his Chevrolet, is now in the market for a new car. He has visited the automobile show at New Orleans in order to decide what make a car he will choose.

Mr. J. W. Hutson, brakeman, has re-

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turned to Canton taking run on Canton to Jackson local. His many friends are glad to again have him back in Canton.

Former Operator Gant has been visiting Canton, much to the delight of his many friends.

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Road Department, Room No. 8

In No. 10 there's stress and strife,

Clerks squabble all the time,

But in the Road Department, Room No. 8,

They get along just fine.

They smile and laugh the whole day long,

Though as busy as busy can be,

And treat each other courteous and polite,

Like a great big family.

Now, there's great big Johnnie Rogan,

He's the Daddy of them all,

He gives everybody first-class dope,

And helps them hit the ball.

Then, Uncle August, "Noisy Smith,"

He loses his religion sometimes,

But a bigger hearted man you cannot find,

Even on the firing lines.

Now, there's great big brother Billy,

A jovial, funny, fat man,

He laughs and jokes the live long day,

And helps you all he can.

Then, there's little brother Toujouse,

Who knows race horses from A to Z,

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"I believe
my own great
physical activity is
due to my personal use
of Nuxated Iron," says
Former Health Commissioner
Wm. R. Kerr, of the City of
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valuable blood and body building preparation
that it ought to be used in every
hospital and prescribed by every physician
in the country." Nuxated Iron helps to
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sturdier men. Used by more than 3,000,000
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Their Boys and Girls

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N. Y.

He sure can work reports in a jiffy,
Just try him once and see.

Last, but not least, comes little sister,
The blonde haired Myrtle B.,
Who enthralles the office force with tales
Of outdoor sports and tunes on her
ukelele.

But boys, do not think that Myrtle,
Is all play and does no work,
Just disturb her when she's typing "hot-
foots"

And you'll change your opinion of Myrt.
Now folks, from the above you can discern,
How well the clerks in No. 8 agree,
And still on my opinion I stand firm,
They're like a great big family.

—Anonymous.

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Illinois Central Magazine



May 1920

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This Work Shoe is the utmost in quality, style, fit and comfort at an almost unbelievable low bargain price. For built-in, wear-resisting qualities we challenge comparison with any work shoe costing half again as much. Heavy weight chrome tanned veal leather, brimful of comfort, yet made to wear and resist action of acids in soil, milk, manure, etc. Lace Blucher style, broad roomy toe, durable solid leather soles, sewed and nailed. Dirt excluding half bellows tongue. **Don't send a penny now! Pay only \$3.98 for shoes on arrival. If not fully convinced of the remarkable value return shoes to us; we will refund your money.**

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Wide widths.
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now! Be sure to
state size wanted.

Order
At
Our
Risk

Stylish Dress Shoe

You must see these elegant dress shoes to realize the unusual value. They give wonderful wear and are extremely stylish and dressy, too. Made of specially selected fine quality gun metal leather on popular Manhattan toe last. Blucher style. Solid oak leather soles. Reinforced shank on cap; military heel. Best workmanship. You won't pay \$8.00 or \$10.00 for shoes when you can have these at this remarkably low price. Only a limited quantity at this price, so to avoid disappointment it is best to send in your order at once. A bargain like this soon clears out a large stock.



Your Name and Address Only

Send no money—only your name, address and size. Pay our low bargain price, **\$4.69**, for shoes on arrival. If not a stunning bargain and satisfactory in every way, return them and get your money back. You have nothing to lose—everything to gain—so send your order today. Sizes, 6 to 11—state size and width when ordering. Order by No. A15105.

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Extra-Fine Quality Black Kid Finished Hi-Cut Boots

Here is a very attractive and unusual offer typical of the wonderful shoe values put out by the great Mail Order House of Leonard-Morton & Co. Fashionable Hi-Cut Boots, lace style, of fine quality soft black kid finished leather on the very latest French last and with the new popular 1½-inch walking heel. Light weight flexible leather soles. Just the sort of footwear a woman possesses with a feeling of pride. The kind that adds to a reputation as a stylish dresser. You can only appreciate the high degree of service and the quiet elegance which are combined in this shoe by seeing them on your feet. Wide widths. Sizes, 2½ to 8. Order by No. A1080. Price only \$3.98, payable on arrival of shoes. If not the greatest bargain you ever saw, return to us and we will promptly refund your money.



Women's High Grade Black and Brown Low Heel Oxford

Just the smart Spring and Summer style to give your appearance that final touch of well-dressed elegance; and at a price so low that you should lay in not only one pair, but several pairs in order to benefit fully by the remarkable saving. In these oxfords is to be found a combination of smart style and satisfactory service usually found only in shoes at much higher prices. Extra fine quality dark brown or black, soft, glove fitting, kid finished leather. Light weight flexible leather sole and stylish new 1½-inch walking heel. Send for these shoes at once. Their look, feel and wear will more than satisfy you. Wide widths. Sizes, 2½ to 8. Order Black by No. A158. Order Brown by No. A159. Pay only \$3.98 for shoes on arrival. Examine critically. Try them on. Test their fit and comfort. Compare our low price with others, and if you are not more than delighted with your bargain, return shoes to us and we will cheerfully refund your money. When you send in your order do not fail to mention the size and width of your shoe.



Send Your Order Now!

Don't pass these splendid shoe bargains, which will be sent entirely at our risk without a penny in advance. Right now is your opportunity to strike a blow at the high cost of shoes and make a substantial saving in latest styles and guaranteed quality. Just send your name, address and size and the number of the shoes wanted. Examine them on arrival. Try them on. Look at their stylish appearance. Compare them with shoes selling for much more money. Then decide. If they are not all that you expect, return them to us and we will refund your money.

Leonard-Morton & Co., Dept. 6223 Chicago, Ill.

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CHARLES G. RICHMOND

Entered the service of the Illinois Central Railroad as night operator at Tuscola, Ill., April, 1890.

Employed at various stations as operator until December, 1894.

Agent at Neoga, December, 1894, to October, 1902.

Agent at Mattoon, October, 1902, until May, 1908.

Division Agent, Chicago Division, May, 1908, to June, 1910.

Agent Kankakee, June, 1910, to March, 1911.

Agent Champaign, March, 1911, to September, 1911.

Inspector of stations on Northern and Western Lines from September, 1911, to August, 1912.

Assistant Superintendent Freight Service, Chicago, from August, 1912, to August, 1918.

Supervisor Freight Service, Regional Chairman, Supervisor Freight Claim Prevention, U. S. R. R. Administration, Allegheny Region, August, 1918, to March, 1920.

Assistant Superintendent Stations and Transfers, I. C. R. R., March, 1920, to April, 1920.

Superintendent Stations and Transfers, April, 1920.

ILLINOIS CENTRAL

Magazine

Vol. 8

May, 1920

No. 11

Public Opinion

Clark Heads I. C. C.—Success of New Law Largely in Its Hands

Newly Chosen Chairman Will Inaugurate New Era in Regulation of Carriers

Edgar E. Clark was chosen chairman of the Interstate Commerce Commission March 8. Always an office of great responsibility, this position is now of increased importance because of the added responsibilities placed upon the Commission under the Transportation Act of 1920.

The newly chosen chairman was born in Lima, N. Y., February 18, 1856. Mr. Clark entered railway service in 1873 and followed this calling until 1889, when he became Grand Senior Conductor of the Order of Railway Conductors of America. During this period he was appointed by President Roosevelt as one of the commission to determine the issues involved in the strike of anthracite coal miners. Mr. Clark has been a member of the Interstate Commerce Commission since August 28, 1906. He was reappointed by President Wilson March 5, 1913.

The statement of the commission in regard to the election of Commissioner Clark as chairman follows:

"The Interstate Commerce Commission, in pursuance of the policy adopted by it January 13, 1911, for rotating the office of chairman annually in the order of seniority of the members of the Commission, today elected Commissioner Robert W. Woolley as chairman in succession of Clyde B. Aitchison, whose year of service in that capacity will expire March 16. Commissioner Woolley declined, whereupon the Commission elected Commissioner Joseph B. Eastman its chairman. As Commissioner Eastman likewise declined, the Commission elected Commissioner Edgar E. Clark, its senior member, as chairman. His term, which commences March 17, was made to run until June 30, 1921, to make the term of chairman co-terminous with the Government's fiscal year. The action of the

Commission was unanimous in all regards."

I. C. C.'s Great Responsibilities

Over and over again, in comment on the new rail law, the statement is made that "its success or failure rests with the Interstate Commerce Commission." Those are the words of the Cleveland (O.) Plain Dealer. "If," says the Louisville (Ky.) Courier-Journal, "the commission regulated before, they will hereafter proceed on a course of super-regulation"—

"The Commission thus will indirectly regulate the rights of the shipping and traveling public about as much as it will control the carriers. Always a sort of carryall to Congress, it becomes now the most powerful subordinate government body in the country—one of the most powerful, in fact, in the world."

The New York *Journal of Commerce* repeats that the powers conferred upon the Commission "make it largely responsible for the success or failure of the new system of regulation." Emphasizing the fundamental need of "adequate returns," the *Journal* says:

"That will be utterly dependent upon the Interstate Commerce Commission, upon which a vast responsibility is laid by this measure as finally adopted by Congress. The Commission is increased in the number of members and in the compensation for their service; but out of all proportion to that is powers and responsibilities over the transportation service of the nation are increased."

On the same subject the New York *Times* makes this declaration:

"The Commission is entrusted with all the forces to make or break the railroads. The Commission is to establish

the valuations upon which railway income will be figured for two years or longer. The freight rates to be fixed by the Commission will determine whether many properties are to make money sufficiently in excess of a bare living as to appeal to sources of new capital.

"In the opinion of railroad men and bankers, the crux of the test of the railway statute lies in the attitude of the Commission and the success or non-success of the law will be shaped in greatest part by the willingness or unwillingness of the Commission, to break away from the habit of mind and the practice which used to be the despair of railroad managers and the owners of railroad securities."

The Boston (Mass.) *Transcript* thinks that those sections of the law affecting the powers of the Commission are its most important features. As a whole, the *Transcript* says:

"Its effect is to bring the Commission into a new sense of responsibility for the well-being of the country's transportation lines. In the past, with the filing of revised tariffs wholly a duty of the rail-

roads, the whole burden of proof has been on the companies. They have been required, as it were, to set up their rates as a target to be shot at from all sides. Now the Commission, charged with the task of seeing that rates earn a fair return, can scarcely avoid assuming an initial responsibility for their promulgation."

The Ithaca, (N. Y.) *News* believes that the Commission "may be expected to adopt a sympathetic, constructive policy toward railroad betterments and expansion and whenever it can be shown that higher rates are needed, such rates will in course of time be granted." No difference on this subject is noticeable in the comment of southern and western papers, that is, no difference as between eastern journals and those of other sections. The Oshkosh (Wis.) *Northwestern* for example, says that "The former measures of 'reasonableness,' which was given to the Interstate Commerce Commission for its guide, had no definite meaning and for years it failed to provide proper earnings on capital investment. The new policy marks a distinct change in this respect, and is a matter of the highest importance."

Pointed Paragraphs

After all the great thing is that a grave crisis has been safely passed and that a good start toward solving the problem of railroad reconstruction has been made.—*Philadelphia (Pa.) Inquirer*.

There is more protection for the public than in any previous railroad measure, and there is at the same time more protection for the railroads.—*Monmouth (Ill.) Review*.

If Mr. Ford really wishes to keep his profits within bounds, let him take over the railroads for a few weeks.—*New York Evening Post*.

Railroads will never be managed well by those who will not have to share possible losses.—*Gloucester (Mass.) Times*.

The railroad employees say they object to the public passing on their decisions, because "the public would be hostile." Wouldn't it be just about as reasonable for a political candidate to object to the public passing on his candidacy, on the ground that it might vote against him?—*Elmira (N. Y.) Star*.

One of the most heartening things about the return of the railroads, shorn as they are under the bill of some functions they previously exercised as a matter of course,

is the optimistic spirit in which the carriers' executives are welcoming it and seem disposed to carry out the provisions of the act.—*Newark (N. J.) Evening News*.

"Save a Scoopful": Daniel Willard, president of the Baltimore & Ohio Railroad, in an appeal for economy sent to all employees of the road, suggests that "if only one scoopful of coal in every twenty could be saved by locomotive firemen—not an impossible thing—would result in an actual saving of more than \$700,000 a year" to that one railroad system.

Railroads of this country, it is estimated, will need a billion dollars annually for a while, in order to meet requirements for extensions and betterments. Attempts to add heavy wage increases, and the government-ownership advocates might feel like the man who was charged \$10 a week for the feed of his calf. He said, "Feed the animal a couple of days longer and you can keep it."—*Eau Claire (Wis.) Telegraph*.

Cost of transportation has ordinarily increased less than any other considerable item of cost entering into a manufacturing total. Reckoned in per cent of the value of the things transported, the freight rate is today lower upon most articles than it has been for the last twenty-five years. While

passenger fares upon the railroads have been advanced from time to time, there never was a period when so many people traveled and paid their fares with such apparent ease as today.—*C. A. Prouty, in a recent address.*

A little more study of the transportation question is enough to convince the man with a practical mind that poorly equipped railroads, unable to handle promptly and satisfactorily the traffic of the country, add more to the cost of doing business and cause more loss to shippers and producers than would equal the cost of permitting the roads to earn enough money to finance their improvement.—*St. Louis (Mo.) Globe-Democrat.*

No scheme of political appointment has ever yet been devised that will replace competition in its selection of ability and character. Both shipping and railways have today the advantage of many skilled personnel, sifted out in a hard school of competition, and even the government operation of these enterprises is not proving satisfactory. Therefore, the ultimate inefficiency that would arise from the deadening paralysis of bureaucracy has not yet had full opportunity for development. Already we can show that no government under pressure of ever present political or sectional interests can properly conduct the risks of extension and improvement, or can be free from local pressure to conduct unwarranted service in industrial enterprise.—*Herbert Hoover, in a New York address.*

As a matter of fact, the number of those who are interested in maintaining the solvency of the railroads is far greater than the number of those who individually own railroad securities.—*Cincinnati (O.) Times-Star.*

In the long run the whole people are more concerned in the steady, regular and efficient operation of the railroads than either the railroad owners or the railroad workers.—*Yonkers (N. Y.) Statesman.*

Calamity howling never helped a good cause, and that is what the railroads are, no matter whether they be operated by the government or by the private owners.—*Clarksburg (W. Va.) Express.*

It is better to allow lawyers to handle lawsuits, contractors to erect buildings,

newspaper men to operate their newspapers, physicians to practice medicine and railroad men to run railroads.—*Carson City (Nev.) News.*

Scarcity in freight cars is a world-wide condition. Germany, Austria, France and England join us in longing for freight cars. In England the "railway wagon shortage" is one of the real themes of the hour among business men, and it seems likely that demurrage rates will be assessed as high as \$1.50 a day for folk who detain a freight car of a special type.—*Paterson (N. J.) Call.*

The shortage of freight cars hurts in two ways. Farmers having potatoes to ship find no market, because there are no cars to haul the spuds to the big cities, and consequently the price drops to the farmer. The city dwellers have to pay a higher price because there is a shortage of potatoes in the cities, because of the scarcity of cars. This inadequate transportation service under government control has cost the people of this country in various ways an immense amount of money, loss to the producers and extra cost to the consumers. Clay county, Minnesota farmers have some fifteen hundred carloads of seed potatoes to ship to the southern market. If the cars cannot be had at once it will be past planting time in the South, and will be a heavy loss to both sections.—*St. Cloud (Minn.) Press.*

The freight service rendered by the railways is equivalent to hauling one ton of freight eleven miles every day for every man, woman and child in the United States, and that for rendering this service the railways receive, at present rates, 10 cents—less than the price of admission to a movie show. If freight rates should be increased an average of 25 per cent the railways would then, on the average, haul one ton of freight eleven miles each day for each man, woman and child for 12½ cents. Which would be more likely in the long run to keep down or reduce the cost of living—to keep the daily freight charge per inhabitant at 10 cents, and thereby render it impracticable for the railways to increase the amount of freight they can haul per inhabitant, or to increase the daily freight charge per inhabitant to 12½ cents, and thereby enable the railways to increase the amount of freight they can haul for each inhabitant?—*Railway Age.*

Give the Railroads a Chance to Live

The most important step in reconstruction comes to the people of the United States with the return of the railroads to their original owners. Practically every other feature of the general problem is more or less intimately associated with this

predominant one. On the efficient and effectual operation of our railroads depends the successful development of the nation, the prosperity of the people.

To switch the railroads over from government operation to the restricted private

operation under present laws without at the same time making ample and reasonable provisions under which the railroads may be put in first class physical condition and have financial returns sufficient to meet the demands put upon them and provide for needed upkeep and necessary expansion, would be to invite disaster that would be felt in some measure by every inhabitant of the country.

The Director General of Railroads, while the roads still were under government control, quite frankly admitted that the real reason for the huge deficit—nearly \$500,000,000—which accrued to the roads under government control was due, not to excessive costs which he claims have not been relatively greater than in other enterprises, but that the real reason is that prices charged for railroad transportation have not been increased in keeping with the increases in prices of commodities. "If," he said, "the Railroad Administration had increased its rates fifty or sixty per cent, which was less than the increase in prices by private industry throughout the country, and which, by the way, appears to be in line with the increases in rates now being proposed for railroads in England and other European countries, handsome profits would have been shown instead of a deficit."

This, which is undoubtedly true, as one financial commentator says, emphasizes the fact that if the railroads under private control, beginning with 1914, had been allowed to increase rates commensurately with advances in costs of material and labor, the railroads of the country would have been furnished with funds enough properly to equip themselves during the war period, and no such debacle of transportation would have occurred as made it necessary

for the government to take control.

The government—that is, the people of the United States—must see that our railroads be given a chance to live. Enlightened self-interest dictates this, for without adequate railroad facilities adequately administered, all our other business enterprises, our very existence in fact, will suffer. Practically all that the railroads have to sell is service. The people should be ready and willing to pay for the amount and quality of such service that they demand, and the manner of paying for this service should be one of spreading it with reasonable evenness throughout our entire population.

Today the owners of our railroads take up the burden of rehabilitation and management with credit greatly impaired, and at least five years behind on equipment, general facilities, and much needed betterments. Credit must be restored in order that needed equipment and betterment may be furnished, and the surest way, in fact the only way, to restore this credit is to allow the railroads to produce an income sufficient to meet the costs of efficient operation, of adequate upkeep, of required expansion, and of necessary financial assistance.

It should not be a very difficult matter to determine what this income should be and to base upon it the proper rates the railroads ought to be allowed to charge for transportation. And as it is a matter of extreme urgency, the least possible delay should be encountered in reaching a reasonable decision and in putting our railroads in a position adequately to serve the demands of industry and commerce as well as the more personal demands of the people at large.

Valve World.

Money and the Railroad Mare

The Old Nag Has a Proud Record of Service Behind Her and She is Still Faithful But
She Must Have Financial Nourishment to Meet the Increasing
Demands on Her Powers

By Frank H. Fayant, Assistant to the Chairman, Association of Railway Executives

THE traffic hauled on American railroads is now three times as great as it was twenty years ago. In the three months of 1919 harvest movement—despite nation-wide industrial unrest—the traffic equaled that of the whole year 1898.

Ton-miles are an accurate index of national wealth production, because nearly all the products of industry are carried on the rails.

Since 1898 the output of pig iron—that unfailing barometer of prosperity—has also tripled. Freight ton-miles first passed 100 billions a year in 1898; they crossed 200 billion in 1906, and 300 billion in 1913. The 400 billion mark was topped in 1918.

Is railroad traffic to continue this amazing growth? It must, if our industry keeps on expanding; and, looking into the future be-

yond the industrial unrest of the moment, it is plain that this country is going to keep right on growing.

But transportation is the limiting factor in production. The country can grow only as fast as the railroads grow. It is the capacity of the railroads to haul raw materials and finished products that determines the final productive capacity of our industries. Other means of transportation, like the gasoline motor truck and perhaps the airplane, will supplement the railroads; but for many years the great bulk of tonnage will be handled by steam and electric locomotives over steel rails.

In a country of great distances, like ours, with the principal sources of raw materials far removed from the great centers of consumption, adequate and efficient transportation is a prime necessity. The very life of the nation depends on transportation, and the chief concern of the public in the railroad problem is that transportation should be adequate and efficient. All other phases of the problem are secondary.

The True Test

One test of the efficiency of a system of transportation is the cost of the service. It has often been said that the great advantage of individual initiative in industry is that the ability of the citizen is turned toward the reduction of the cost of production. The development of American railroads is a striking illustration of the truth of this. In no other great country of the world is transportation furnished at so low a cost.

At a time like this when there is a great deal of industry as to the causes of the great rise in prices, it is natural to stress the blame on particular things. Some of our public men have been asserting that the cost of transportation is a very large factor in prices, and that increases in freight rates have greatly added to the cost of living.

But this is not true. Compared with the cost of other goods and services today, railroad transportation is the cheapest thing the public buys. Never in the history of American railroads has transportation been relatively so cheap as it is today. It is being sold at less than the cost of production, when we fairly take into account all the elements of cost.

Even with a considerable advance in rates to put the railroads on a self-sustaining basis when they return to the control of their owners, transportation will still be relatively a small factor in the cost of living. Let me cite one or two illustrations of the present relation between freight rates and the cost of living.

Before the war a suit of clothing from one of the Chicago factories, selling for \$30 in a retail shop—was carried from Chicago to Los

Angeles for 16½ cents. The suit of clothing now retails at \$50 or \$60, but the freight rate on that 2200-mile haul has advanced only 5½ cents while the price of the suit has gone up \$20 or \$30.

It is true that 22 cents does not cover all the transportation cost in a suit of clothing; it is the final carrying charge from the manufacturer in Chicago to the retail dealer in Los Angeles. The wool has to be carried by rail from the sheep ranges to the mills, and the manufactured cloth has to be carried from the mills to the clothing makers. And there are other minor transportation costs in the clothing before it finally reaches the back of the wearer. But the big charge is the final charge for hauling the manufactured article, and the other charges would add to that but a few cents more.

Takes shoes for another example: New England shoes are shipped from Boston to Florida at a cost of 5 2/3 cents per pair. The freight rate now is only one cent higher than before the war, but the \$5 pair of shoes sells for \$10. It is plain that other factors than increased freight are responsible for the increased cost of shoes.

The railroads are carrying beef from Chicago to New York for a charge of about two-thirds of a cent a pound.

The freight rate on typewriters from New York to St. Louis is 66 cents. A \$150 phonograph is hauled from New York to Atlanta for \$2.85. Even so bulky and valuable an article as a grand piano is carried clear across the continent for \$39, and in carload lots for \$28. A comparison of these freight rates with the cost of moving the same articles by truck or wagon a short distance in any city makes it plain how cheap rail transportation really is.

A distinguished economist has said that all progress in the world consists very largely in lowering the cost of production of commodities by driving out old processes and introducing new processes. The development of rail transportation is a striking illustration of this economic truth.

In delving into the history of transportation, I find that the pack bearer could carry 100 pounds ten miles in a day. The American railroad today is carrying for each employe 2,000 times as much. How is this possible? It is because inventive genius, industrial leadership and saved-up capital have placed behind the railroad worker a mighty transportation machine. The worker would be powerless without the machine, and the machine would be useless without the worker. Combined they accelerate the production of wealth infinitely beyond the dreams of our forefathers.

Taking account of both freight and passenger service, we find that in 1900 the rail-

roads hauled 186,000 traffic units (ton-miles plus passenger-miles) for each employe. By 1917, the last year of private operation, that 186,000 had been increased to 296,000.

The story of the increasing efficiency of American railroads since 1900 can be briefly told in these figures:

	Per Cent
Ton-miles increased	190
Passenger-miles increased	170
Trackage increased	56
Cars and engines increased	75
Workers increased	85
Output per worker increased	60
Average trainload increased	130

The traffic, as these figures show, has been increasing more than three times as fast as the trackage, more than twice as fast as the equipment, and more than twice as fast as the number of workers. But the far-sighted investment of new capital in increasing the efficiency of the machine has enabled the railroads to increase the density of traffic and reduce the amount of labor required to move the traffic.

The increase of production, with less human effort, is the final test of the efficiency of industry. American railroads are moving freight with less and less human effort because they are constantly placing at the service of the workers better and more powerful machinery. The most important factor in the increase of the output of transportation on our railroads has been the development of the large trainload. The average freight train load in 1900 was 270 tons, and in 1918 it was 625 tons. It is because of the increase in the trainload, with all sorts of collateral economies in the handling of traffic that since 1900 we have been able to increase the annual output per employe from less than 200,000 traffic units up to nearly 300,000 traffic units.

Who has received the benefit of this increase in the productive efficiency of railroads? During the years prior to our entrance into the war, freight rates were steadily declining; the public was getting more and better service at less and less cost, although during that period commodity prices were steadily rising, so that even with a stationary money price for railroad transportation, it was becoming cheaper and cheaper relatively to all other things produced.

The workers were entitled to their share of the fruits of good management. In 1900 the average earnings of all railroad employes, including a great body of unskilled workers, was about \$570 a year. The average is now about \$1,500 a year.

Traffic Steadily Increasing

The increase in the rail borne traffic of the country is due both to the increase in popu-

lation and to the steady increase in the national production per capita. In 1900 the railroads moved 1,860 ton-miles for each inhabitants. In 1918 they moved 3,850. The railroads are doing for each inhabitant more than twice as much work as they did a few years ago.

While our population is growing, our production is increasing much faster than the population. And this country is going to keep right on growing. Our industrial production is going to keep right on increasing, and the time is not so far distant when railroad traffic will be twice what it is today.

But the limit to the productive capacity of this country is the limit set by the capacity of the railroads to haul the products of our industry. If the country is to continue to grow, the railroads must continue to grow. Otherwise all industry, from the farms to the factories, will be strangled.

Whether we continue to have our railways operated by public companies responsible to government regulation, or whether we turn the business of furnishing transportation over to government bureaus, it is plain that the necessary capital for enlarging the capacity of our existing railways and for building new lines into developing territory, must come from the savings of investors. No matter whether it is a United States railroad bond or a Pennsylvania Railroad share, the money to buy the security must come from the private citizen.

If the country is to continue to grow, the railroads must continue to grow. Otherwise, all industry, from the farms to the factories, will be strangled.

In the past few years before the war, the railroads were investing new capital for expansion at the rate of about 500 million dollars a year. That was an annual increment of capital of only about 3 per cent of the existing investment. It was not enough, as we all know. The reason that more new capital was not devoted to upbuilding our railroads was that it could not be obtained. Investors were putting their savings into things that looked either more attractive, or more secure. In fact, for several years prior to the taking over of the roads by the Government, the market for new railroad stock had practically vanished.

During the war, under government control of the railroads, it was not possible to keep up normal expenditures for increasing railroad capacity. The labor and materials needed for new railroad work in 1918 had to be used on the big job "over there," and in 1919 the Railroad Administration did not have the funds with which to carry on this work. In spite of these restrictions on new railroad work during the past two years, the Director General of Railroads shows that in twenty-one months the Government spent a

billion dollars on capital account. But a billion dollars now will only buy in labor and materials half what it would before the war.

So, with the return of the railroads to their owning companies, the managements will be faced with the all-important problem of obtaining in the investment markets hundreds of millions of new capital for railroad up-building. We ought to put a thousand millions of new money into the railroads in 1920; we ought to put in as much in the following year, and in the following year.

It All Depends on This

Where is this capital to be obtained? That is the crux of the railroad problem. We can't do as we used to do years ago when we were long on ambition and energy and short on money—go to England, Holland and other European countries and sell our railroad securities. That market is closed. For several years we have been buying back from them most of the railroad securities sold them during the earlier years of American railroading. The only source of new railroad capital we have is the American investor.

If American capital is to continue to be devoted to the development of railroads, then the railroad business must hold out to the investor a fair return on his capital.

Railroad revenues should be such that well-located companies, honestly financed and wisely managed, can earn enough to attract all the new capital necessary for their growth. It is in the truest public interest that the railroads should be allowed to charge living rates for their service, because without such rates with which to earn a fair profit, new capital will cease to flow into railroads and the transportation machine will break down.

Throughout the country, throughout the world, there is an appeal for greater production; but production in a country like ours is absolutely dependent upon the adequacy of transportation. We cannot increase our production unless we increase our railroad facilities; we cannot increase our railroad facilities unless we attract the capital for this work; we can't attract new capital unless railroads are allowed to charge a fair price for the service they render the public.—*The Nation's Business*, March, 1920.



BELZONI, MISS.



Belzoni

Humphreys County

Mississippi

BELZONI is the county Seat of the new COUNTY of HUMPHREYS, which county was created by an act of the 1918 session of the Mississippi State Legislature from portions of Sunflower, Washington, Yazoo, Holmes and Sharkey Counties. The validity of the act was questioned and it was not until nearly one year later that the Supreme Court upheld its constitutionality, thereby ending any doubt as to the existence of the new county. Since that time the town's growth has been phenomenal. The progress of the new County's cause through the Legislature was enlivened by the now famous bribery scandal involving Governors Brewer and Bilbo, Senator G. A. Hobbs and Mr. Steve Castleman, the charges and counter-charges being thoroughly aired in the criminal courts of Warren and Hinds Counties during 1914. Aside from Belzoni's natural and inherent advantages, the very fact that it is the seat of a new county gives it impetus that no other condition could contribute. By virtue of this alone it will appeal to capital and labor alike. As a distributing point there is no better location than Belzoni. Possessing as it does the necessary requisite of low freight rates made competitive by all-the-year navigation of the Yazoo River and railroad facilities

afforded by two branches of the Y. & M. V. Railroad and one of the Southern Railway unusual opportunities await the establishment of a wholesale hardware business, a larger ice plant, another hotel, ice cream factory, laundry, brickyard, stave mill, furniture factory, and many other industries. These arteries of trade serve a vast delta territory unequaled in fertility and productiveness. Populated by a type of people who are progressive and hospitable. Interested and active in anything that tends to build up and is for the good of their neighbors and the community.

The census figures have not as yet been published but they will show approximately three hundred per cent increase. There is a reason for this and it lies in the realization of the unbounded and hardly surface-scratched resources seldom accorded one place. Long staple cotton is the principle crop, although corn, small grain and other crops are well adapted to the soils of this section and are grown extensively.

Recently the Presbyterians completed a magnificent brick church building and the contract has just been let for the construction of a \$50,000.00 Baptist Church. Plans for a Methodist Church costing \$75,000.00 are now in the hands of an architect. A bond issue has been



Industries, Belzoni Miss.





Business Section, Belzoni Miss.



favorably voted upon for a new high school building which will, when finished, furnish educational advantages far beyond the ordinary requirements of a town the size of Belzoni. A \$300,000.00 courthouse and jail, fac-simile of which appears on the cover of this magazine, is to be erected in the near future, together with the beginning of hardroad surfacing over the entire

handling.

The health and morals of the town and county are unexcelled in the great Yazoo-Mississippi basin. The sewer system being first-class and up-to-date in every respect. The water supply abundant and furnished by flowing artesian wells sunk hundreds of feet deep. By actual laboratory test the water analyzes virtually one hundred per cent



Residences, Belzoni, Miss.



county. A great many private building projects are also on foot. The city streets are all to be paved or graveled and light and water plant to be enlarged. A \$150,000.00 compress, with eight brick compartments, is about seventy-five per cent completed, its construction assuring the least insurance rate and the most desirable and compact

pure.

Belzoni and Humphreys County, virgin in opportunities, with development in its infancy and the greatest offerings of big returns on labor and investment of any section of the country, bids you welcome and assures you prosperity and happiness.





Business District, Belzoni Miss.



Passenger Department



*Little Talks with
the Rambler...*

The Lost Dish Pan

Some sixty or more years ago two men went into the southeastern part of the state and established what later became the present flourishing town of Mithtop. One of the men was named John Smith and the other James Toppan, and when through their energy their little settlement became of sufficient importance for incorporation there was a good natured rivalry between them as to what its name should be. Smith argued that as he was on the ground first Smithville, or possibly Smithburg, would be appropriate. Toppan argued on the other hand that as he had been the financial genius that had started the place towards becoming a trade center and probable future metropolis, the name of Toppanville would be more in order; or possibly plain Toppan might be appropriate. As they got nowhere in the way of agreement by these arguments a third party, the rising young lawyer of the settlement, suggested a compromise. "Why not" he said to Toppan, "knock off the last syllable of your name, the 'pan', and you, Smith, knock off the first letter of your name, the 'S' and combine the two; making it 'Topmith'? That would not be a bad name for a town would it? and it commemorates both of you." "I do not like that 'Top' coming first," said Smith. "It's too suggestive of their being really some kind of a hill top in our township, whereas everybody knows, or will find out, that the coun-

try all about us is as flat as a pancake." "All right," said Toppan laughing, "change it about and make it 'Mithtop'. That will not only be a better sounding name but if anyone in the future ages desires to analyze the origin of the name it will give them a chance to say it suggested a mythical top; that is, that there being a top in the landscape hereabouts was a myth. Besides", he added in a tone of finality as he lighted his pipe, "it will give my old friend Smith here the honor of being represented first, which suits me." So Mithtop it became and has remained ever since.

While the town grew and flourished in after years through the energy, enterprise and intelligence of the class of people by which it was settled, its history shows that every once in a while there cropped out in it some little episode or circumstance of as odd a nature as was the town's name and the manner in which it was arrived at. These episodes never seemed to result in anything very serious, and while they might be grave enough for the time being they were generally laughed at by the people involved and eventually dismissed as "just one of the freakish things that was wished on us in the queer naming of the town, and which are bound to occur about once in so often. But never mind, we should worry."

The latest sensation to occur along the line of this traditional jinx was the loss of Miss

Morrison's dish pan. Miss Morrison was one of Mithtop's substantial women voters—substantial both in avoirdupois, in which connection she had the traditional good nature of stout people, and substantial through her brother Hiram's wealth in material matters and also in her own social position. Hiram, the bachelor brother for whom the sister kept house, was also substantial in the matter of worldly goods, but was his sister's direct opposite as to the item of good nature. He earned his living, and his fortune, in the business of a trader and was not particularly liked by his fellow townsmen. He was unanimously pronounced "A tightwad," and was overbearing and cantankerous. He was more or less feared by the weak and handled diplomatically by the strong, while the average citizen left him alone as much as possible.

But about the dishpan and the stir that its loss created. One Saturday afternoon Miss Morrison went in and out among the stores of the "Square" on a shopping tour ended at the "Economy Emporium." She had already purchased all that she had contemplated on leaving home, and her entrance into the "Emporium" was simply a matter of gossip with the proprietor, Mr. James, who she knew very well, and a curiosity-excursion among his wares. The latter were various, always up to date and attractive according to their nature. Although not generally considered cheap the wares were reasonable in price for their quality. In fact, the Emporium was the leading store of the town and the one in which Miss Morrison would have preferred to do all her purchasing but for the fact that she diplomatically sought the cheaper prices elsewhere to avoid her brother's criticisms. Not that she was afraid of Hiram, but in little things she saved his wrath in order to the better combat him in larger matters that were of special interest to her. On occasions, however, she did not hesitate to assert an independence of her own. So on this occasion, as in walking through the "Emporium" with Mr. James who was pointing out to her new acquisitions in the merchandise line, she took a fancy to own a particularly large dish pan that she espied on the shelf. "My goodness," she exclaimed "I never saw such a large one."

"I wouldn't need it every day, but it would be mighty handy to have on sewing circle days when there are so many dishes to be washed. Three or four of the women could work out of it at the same time and by so doing keep twice the number of wipers at work and we would toss off those supper dishes in no time. How much is it Mr. James?" "Two dollars and a half" was the response as the proprietor took the pan from the shelf and rapping it with his knuckles called attention to the substantial metal of which it was made. "Yes, I know" he replied in answer to her criticism of the price,

"but think of the quality and note how strong it is; block tin, and will last you a life time." She thought a moment and then broke into a laugh as she said "I'll take it. I can use it at Church socials as well as on occasions at home, and you just watch me setting some of those church drones to work around this dish pan." It was probably this last thought that had caused her to laugh. "No, don't charge it. I'll pay cash for it myself. I have some egg money with me and perhaps it is just as well that Hiram doesn't see two dollars and fifty cents for a dish pan on his monthly bill." As she counted out her money to pay for it the thought of having purchased such a pan chiefly for the reasons that she had specified seemed to please her more and more. So much so that she laughed again softly at the proprietor's suggestion that he at least be allowed to wrap the article up for her if she insisted on carrying it herself, as she had declared she would do, instead of letting him send it to her home. "No," she announced emphatically with a chuckle, "some people in this town call me proud and I'll just show them I am not by lugging this home through the streets in broad daylight just as it is." Suiting the action to the word she took the pan from the hands of Mr. James and hugging it up in front of her started to leave the store with it. Before reaching the door however, she was attracted by some goods in the ready-to-wear department and so putting the pan down on the counter she stopped to look for a few moments at some organdie waists. Her curiosity being soon satisfied in that direction she took up the pan, hugging it as before, and went out of the door of the store with it.

From that time on, however, for several weeks the history of that dish pan was more or less of a mystery. Not only a mystery, but its loss created quite a commotion in the town, it not only entering into the domain of politics and church affairs but into an important phase of the social life of Mithtop. As for Miss Morrison herself, all that could be gotten from her about it was that she knew she left the store carrying the pan, but for some reason it evidently never got home with her, she missing it about an hour after supper time and not being able to find it about the house. She acknowledged being given to fits of absent-mindedness which would account for her forgetting on reaching home that she had started out with it from the store, but what on earth she could have done with it between the store and the home was a blank to her. She remembered stopping on the way at the gate of Mrs. Butters, the lawyer's wife, to have a little chat, but was sure that she stopped nowhere else and spoke to no one else on the way. Of course she inquired over the phone of Mrs. Butters if while talking to her that



New Compress

Cotton,
Belzoni Miss.

evening she had put the dish pan she was carrying down on the ground or had hung it on a picket of the fence. She laughed heartily on being positively assured by Mrs. Butters that she had no pan with her when she stopped at her gate. Then she naturally was forced to the conclusion that she was mistaken as to having left the store with the missing article, but the outcome of a telephone inquiry there nonplussed her. Mr. James, who had waited on her when the purchase was made, had left town on the six o'clock train for Florida, she was told, but they would look around for the pan and call her back. When the search had been made, they assured her that after a careful hunt they were positive the dish pan was not on the premises. On the contrary, they said, the clerk Susie, with whom she had talked when looking at the organdie waists, was very sure that she saw Miss Morrison as she left her

take the pan from her counter and go out of the door with it in her arms.

The lady was not the kind to worry, and felt sure that in time it would come to her what she had done with what she now called her "blessed pan." In the meantime she made more or less light of the matter, and the next day at church told it quietly about to a few friends of hers as a good joke on herself. This last reached the ears of Jake Fellows, the Railroad ticket agent of the town, who unconsciously further mystified the matter by saying that he had seen Miss Morrison near the store about four o'clock of the evening before with a dish pan in her arms. "And", he added "It sure was some pan—big enough for a bath tub."

If, however, Miss Morrison did not take her loss too seriously her brother did. He fussed with her all day Sunday about it, and bright and early Monday morning he

was at the "Emporium" demanding the right of search for the pan; which right was given him. The store people even went so far as to show him on the bill of goods of their last consignment that but one dish pan of the size in question had been purchased, and as it was not to be found in the store and as they had witnesses that it was carried away by his sister, it was conclusively proved, they finally said, that their responsibility in the matter had ceased. "Huh," was Hiram's comment, "things can be hid sometimes. But I want you to understand that you have got to take its cost off my charge account." On being advised that the pan was not put on his account, but that his sister had paid for it in cash, he started from the store with the remark "Then you have got to give her back her money, and I'll see that you do it."

He next interviewed Jake Fellows, although they were not very good friends account of being rival candidates for the office of mayor at the approaching election, and for other good reasons on Jake's part. Jake gave him but little satisfaction, simply reiterating what he had said the day before. That is, that he had passed Miss Morrison near the store, she having evidently just come from it, and that she had the pan in her arms. "She nodded a pleasant 'Howdy do' to me as we passed," he added as a finality.

For several days the matter was a standing joke about the town, although nothing was developed concerning the loss. The loser seemed to be the least interested of all in the ludicrous happening while Hiram was the only one who kept it seriously in mind.

Now it so happened that Hiram, being a bachelor, as has been said before, was alleged by the town gossips to be casting favoring looks on the Widow Morris with matrimonial intent. Hence it naturally followed that he found frequent excuses for making little visits to her place of abode—generally on business pretexts; for she had an interest in a farm and Hiram was in the line of buying truck and cattle. So it was not surprising that at about the time when he was worrying so much about his sister's lost dish pan he stopped one forenoon at the widow's kitchen door and told her about a shipment that he had made the day before of some of her produce. As he stood talking his eyes, always sharp at seeing things around him, discovered in the back of the kitchen on a shelf a new shiny dish pan of huge size which he at once surmised was the missing one. Not having any delicacy of feeling or speech in his make up, he put the question to her bluntly as to where she got that dish pan, saying that he suspected it was his sister's. The widow, who at no time was over enamored by his attentions, answered him somewhat sharply that she didn't know that she had occasion to confide her private affairs to him, and if his sister thought the pan was hers she could

come down and talk it over. Of course, this but convinced Hiram that he was at least on the right track, and he lost no time on reaching home in telling Miss Morrison of his discovery. His revelation did not seem to excite that lady very much, although she remarked casually that she had certainly forgotten that she stopped at Mrs. Morris' on her way home—"If" she added mentally "I really did, which I doubt." However, in her own good time she quietly slipped over to the widow's, with whom she was on most friendly terms, and asked about the pan. Mrs. Morris cheerfully showed it to her, calling attention to a tag which was attached to its handle and on which was written "Compliments B. J." She then remarked, "it was left here last Saturday afternoon by Simple Simon, Mr. James' errand boy, who said that his employer told to hurry it up to me. That's all I know about it," she concluded, "except that I expect there has been some mistake made somewhere, and having heard of your loss I was waiting to hear from you. To be honest, I heard your brother was making such a fuss over it that I wouldn't satisfy him by telling you about it right away, knowing that in the meantime you probably were not worried. Unless" she added mischievously, "that unexpected gift to me from one whom rumor says is ambitious to be your sweetheart worried you." Miss Morrison burst into a hearty laugh saying "Say, Mrs. Morris this is too good! I don't know how James came to do it, but as you say, it is clearly one of his little breaks that he is so frequently making. I have my suspicion as to what it all means, but for the time being I will smother any possible jealousy I may have at his apparent preference for you in the bestowal of his favors." This last she said with a merry twinkle in her eyes as though she understood the widow's insinuation that the bachelor store keeper was getting interested in her. She concluded by saying, "Now let's both of us keep still about this, you keep the pan until I call for it, we will have some fun out of it yet."

"Just the same," she thought to herself on her way home, "I fail to see how that pan got to her house when I was seen carrying it from the store by two different people, one outside and one in; and Mrs. Morris says I was right when I didn't remember calling on her on my way home, so I couldn't have left it there myself. But I forgot, Simple Simon left it there with a card attached from Mr. James. Then where did James get it to turn over to Simon? Surely the mystery deepens."

Jake the agent, in the meantime had also seen the pan with the widow, for he boarded at her house; but like the two women confidants he kept his counsel for reasons of his own. Nevertheless, Hiram had a bright thought in the matter that connected the



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Agent up with the episode when he recalled that Jake boarded with the widow. Further more, Fellows also being one of the "bachelor crew" of the town, Hiram sometimes had his jealous suspicions that he had a rival in the widow's estimation in the person of her boarder.

"How natural it would be," thought Hiram, "for Jake to have got hold of that pan somewhere and given it to the widow." The more he thought of that possibility the more his prejudiced mind became to actually think that his supposition was correct. Hence in his narrowness, not being able to determine how Jake would be able to make this gift without aid of a theft in some way, he finally persuaded himself that it was by such means that his generosity had been made possible. Of course, he did not dare to openly say so, but by innuendo it in time became whispered about in quarters where it would not be repeated so as to reach the Agent's ears, that possibly a little thieving had been done by Jake in connection with the loss of the dish pan. But openly, for personal and political reasons, Hiram had much to say as to the treatment he had received at the Agent's hands in the matter of getting his money back from him on railroad tickets that he claimed to have lost. "He wouldn't give me the money back on one that I lost about a month

ago," he complained, "he saying practically that as the ticket had been used I was a liar to have claimed to have lost it." Then he would add, if in safe company, "I don't know if it's any worse to be a liar than to be a thief."

At a political meeting where the merits and demerits of the proposed candidates for mayor were somewhat freely discussed, Hiram put into the mouth of a henchman the declaration that Jake would make an incompetent mayor on account of his business methods being procrastinating and altogether unsatisfactory. "Why," said the henchman, "do you know fellow citizens, it took him months to make a refund on a California ticket that was proven to have been lost by our fellow townsman, our able candidate for mayor, Mr Hiram Morrison. We want no dilly-dallying methods in the town's business such as that argues our rival candidate would give. We want snap, such as Hiram will give us."

"That was a hot one" said Hiram to his henchman in an aside after the meeting. "I don't care a rap whether I am elected mayor or not, I have had the office twice before, but I just want to teach that fellow not to 'panhandle' my sister's culinary articles."

Of course, the insinuation as to Jake's probable lack of proficiency through procrastination was stoutly defended by his various

friends, one of them in set reply to the henchman saying: "Instead of fault being found for the length of time consumed, thanks should be due that a refund was made on the ticket at all. The railroad company our candidate so ably and efficiently represents in his private business was not obliged to give him any money back." Then being a politic man and wishing to drive home his point in a way to avoid rancor he continued in a smooth and suave tone: "Our fellow townsman, Mr. Morrison, is only one of many purchasers who lose their railroad tickets. He, in common with many another such, in filing his claim for a refund on such loss failed to understand why his money was not returned to him within a very short period after the loss of the ticket was reported. I remember his impatience about it at the time. He is one of a class who think all that is necessary is to report such loss for immediate refund, overlooking the fact that in refunding at all railroads do what other lines of business decline to do. That is, a business house sells certain commodities, and if an article purchased from it is lost it not only does not, but is not expected to, make the value thereof good. Now when a railroad ticket is purchased it represents a commodity just as much as does an article sold by a merchant; transportation and service being the commodity. So, in case of a railroad ticket being lost why should it not have the same standing in the mind of any fair-minded person as a bit of merchandise? I take it, therefore, gentlemen, that the fact that railroads sometimes do make refund on lost tickets is a courtesy more than a right, and that there should be no criticism if they sometimes find it necessary to take a long time about it. You will all admit that it takes time to find what has become of one out of millions and millions of tickets that are issued in a given period, and the fact that such was necessary in the case of Mr. Morrison's lost ticket is no reflection on the willingness or ability of our candidate Mr. Fellows, in his capacity of railroad agent. So I claim that this round-about attempt to challenge the executive ability of the Citizen's Ticket candidate for mayor, Mr. Fellows, is but a shabby political trick and should have no weight in forming our verdict at the polls."

The speaker sat down amid great applause. As for Hiram, he undoubtedly expressed his true animus when he later repeated in an aside to his henchman that he did not care particularly for the office of mayor, and then added that he hung on to his candidacy out of pure eagerness to defeat Jake in revenge for what he had worried himself into believing was the real part of the agent in the dish pan episode—that of stealing the pan from his sister and carrying it to the widow.

The most of the town laughed at this public meeting episode as a good joke, while Morrison lost no opportunity thereafter to keep the matter stirred up.

His political attack was, of course, not a direct dish pan attack; neither was his next vindictive move. This latter cropped out in connection with church affairs, and although in a way it was of a mild nature, it included not only Jake but Mrs. Morris as well. In fact, Hiram's ardor in regard to the widow had received a final set back after he found her the possessor of the dish pan that he had now come to consider in a measure his own property, it being a household utensil. This, coupled with the fact that she had obtained it, in his estimation, through Jake his rival, and remembering the sharp way in which she had answered him in regard to it, also put her fairly for the time being in the category of his enemies. Hence on learning through his sister one morning that the Guild was to meet at his house in the afternoon, and that probably the widow Morris would be elected its president for the ensuing year, he made sarcastic remarks in the matter. In these he included the slur that a woman who insisted on keeping property (referring, of course, to the dish pan) that didn't belong to her and that had probably been obtained in none too honest a way, was pretty poor timber for a church officer. Later in the day he received another jolt on hearing in the town that Jake Fellows was being considered in connection with the office of vestryman of the same church.

The next day, therefore, happening to meet the Rector he took him aside and asked if what he had heard about the vestry was true. On being advised in the affirmative he shook his head knowingly and in a guarded tone of voice but with a general air of mystery as though he could tell more if he wanted to, he suggested to the Rector that possibly before it was too late he had better look into some little habits of Jake's as affecting his moral character.

"Such as stealing dish pans?" the Rector quickly interrupted. "If that's what you mean I don't believe a word of it. That's arrant nonsense, that I understand you are quietly trying to pass around. Some say that Jake ought to give you a good thrashing, but I have advised him to let you alone—at least for the time being," he added significantly. "No one in the town believes any such absurdity, so I have told Jake to stay his hand as long as your venom is making votes for him every day."

Hiram naturally writhed inwardly at such verbal castigation, but being stubborn, and as has been intimated having no tact, he undertook a final blow in another direction. "Oh well, think as you like about that," he answered, "but how about his truthfulness?"

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I lost another railroad ticket about two months ago and when I tried to get my money back for it, after fussing around for thirty days or more he had the nerve to intimate that I didn't lose it." "Did he say that?" inquired the Rector with a look of scorn on his face as with his dark eyes he seemed to pierce the very soul of Hiram. "Well, no not exactly," but he said the ticket had been used which was about the same thing as calling me a liar, because I certainly did not use it."

"Good day" said the Rector stiffly as he abruptly left Hiram, but when his back was turned a smile overspread his features at the absurdity of Hiram's obsession.

The next and final incident that occurred previous to the climax of the dish pan episode mildly shook an important organization of the community, and incidentally introduced the Rambler. The organization was "The Travel Club," and was a large factor in the social life of Mithtop. It embraced in its membership the leading people of the town of both sexes. During the winter the club, among its other activities, had given various readings and stereoptican displays, and had engaged in most profitable discussions on matters pertaining to travel. Out of this last had grown a plan for a special party excursion to some

interesting section of the country during the summer. It was in this last connection that the Rambler had been invited to meet the club and go over final arrangements with it for the proposed trip; the committee having the matter in charge having already determined upon points to be visited and their report having been enthusiastically accepted. The Rambler was to verify and discuss more broadly what Jake had already told them as to routes, fares and accommodations. On the day the meeting was to be held the Rambler had reached the town at noon in order to talk matters over with Fellows before going formally before the Club in the evening. In the course of the afternoon Jake had naturally told him of the stir in the town over the lost dish pan, of his political prospects in the mayoralty campaign, and incidentally, of Hiram Morrison's personal animosity toward him. The Rambler was not surprised, therefore, after having finished what he had to say in a formal way before the Club, to hear Hiram address the chairman in opposition to the Rambler's plan as outlined.

"The gentleman himself may be all right" said Hiram, "but I have my doubts as to his plan being carried out in a reliable manner. You all have heard how I was treated in getting money back on a ticket that I lost.

It took the Company—or possibly it was not the Company's fault," and he looked significantly at Jake as he threw in that aside, over nine months to get my lost Pacific Coast ticket refunded, and the latest is on another ticket that I recently lost. It was a local ticket, and it seems, according to *someone*, (here he looked at Jake again) that I never lost it or that somebody else found it and used it so that I get nothing. I have my own belief though" he added with a vicious snap of the jaw "that *somebody* got the money that ought to have been given to me."

As may be imagined, Hiram Morrison's membership in that club, and his social status in the town, was due to his money and not to his acceptability as an individual. He had no standing in the club whatever on genial lines; or for that matter, through any intellectual or social attributes. Hence the result of his tirade was an immediate overwhelming vote in favor of accepting the Rambler's suggestions with instructions to the committee having the matter in charge to proceed at once toward carrying them out.

This, of course, pleased both the Rambler and Jake; but the former was still more pleased when some one suggested to the Chairman that as the business of the meeting seemed to be finished he would suggest that Mr. Rambler be asked to give them briefly a little informal talk on the subject of lost tickets. "We have" he stated, "by the vote just taken shown what I believe to be the general thought that the criticisms that have been made, not only on the floor here this evening but from time to time during the past year in the way of gossip about town, have probably been unfair to the railroad. So I think possibly it might help to clear cobwebs from some of our minds and leave a good feeling all around as a result of this meeting, if the Rambler would thus clarify the atmosphere for us. I imagine he can in a few moments tell us something that would be interesting. Not only interesting but something that may be helpful to some of us in the future, for we are all liable to lose things sometimes—such as a dish pan, and no knowing how soon it will be the loss of another railroad ticket by somebody. I even lost a bass drum once."

Of course the dish pan and bass drum allusion had elicited a laugh, so that applause followed the end of the speaker's remarks; from which it will be seen that not only the one who was speaking but the assemblage as a whole were in an extremely jovial and informal mood.

Naturally the Rambler was delighted at the turn affairs had taken, and meeting the request in the spirit in which it was made assured them that he would be as brief as possible.

He began by saying that the idea that re-

funds were made as a general proposition was erroneous. "They are only made," he said, "when the value of the lost ticket is sufficient to justify a person in expecting the railroad to go to the great trouble that is necessarily involved in checking up the use, or possible use, of the lost ticket. Or where," he continued, "the loser can present a case showing a reasonable excuse for having lost the ticket together with other necessary evidence, such as receipt for additional fare paid to take the place of the lost ticket. Such reasonable conditions being first complied with, the railroad is quite agreeable to undertaking an adjustment; but it should be remembered that there is a difference between the roads being 'agreeable' and 'obligated' in the matter. He then went on telling in general terms of the labor and expense involved in undertaking such cases, calling attention to what it meant to find, and account for, one lost ticket out of hundreds of thousands. He then explained a ticket agent's part in the matter as being intermediary in connection with establishing the identity and the sale of a given ticket, beyond which he had nothing to do with the matter. Under that head, the identification of tickets, he told many little incidents as to how it was accomplished, ending that portion of his talk by telling the following amusing occurrence.

Some years ago, in a certain one of our large city ticket offices the engine room of the building was directly underneath the office. One day a cylinder head blew off of the engine, causing as you can imagine, a great deal of commotion, everybody in the place running for the exits. The cylinder happened to be right under the desk of one of our men, at which he was sitting at the time, and he was raised up off the floor fully a foot by the explosion. Now it so happened that at the same time there was a lone lady at the ticket counter. She had just bought a ticket to Florida and was in the act of picking up her change when the blow-up happened. The ticket sellers vaulted the counter and she, with the same instinct of seeking safety, was making for the exit when in her haste she slipped and took a tumble in the direction of the door. Her money and the ticket scattered to the four winds. Undeniably that was an unusual incident," said the Rambler in conclusion, but it illustrates the point of things happening to recall what tickets were sold at a given time. You can readily imagine, I think, that the ticket seller who was waiting on the lady at the time will never forget what ticket she bought, and it would be safe to venture that he could give the form and number of it even today."

In his short talk he made no personal allusion to Mr. Morrison, but at its end it was clear to his listeners that he had indirectly shown that Hiram's complaints were uncalled



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for and unreasonable. In short, when later the Rambler took a night train out of Mith-top he had reason to feel that he had left behind him a better feeling towards his road than had existed before his appearance there that day, and that he had created a friendly feeling towards himself as the road's representative which was bound to help the latter from time to time in the future.

On the breaking up of the Travel Club meeting the Rector walked with the widow Morris and Miss Morrison as long as their ways were the same as his, which was quite a little distance. In the course of their conversation he confided to them that the turn affairs were taking in certain quarters through the loss of the dish pan was beginning to worry him. He liked a joke as well as the next one, and he saw its funny side both of the loss and the way it was affecting Hiram. "But it has gone far enough," he said. "Indirectly it has already started a little bad blood through its being projected into politics, and I don't know how much longer I can hold Jake Fellows in. I wish I knew of some way to pour a drop or two of oil on the troubled waters."

The Rector was in a way a remarkable man. While an earnest christian gentleman who never lowered the true dignity of his cloth, he was at the same time a good about-town-man in the best sense of that term. He

was jolly, he was "an original" in sayings and action, and seemed to possess a faculty for doing unheard of things with and for people that no one else in the town would have dared to think of. He was naturally well liked, and generally his nod was as good as a command to most people.

So the ladies, on hearing him tell that he was worrying at the unfortunate phase that had developed out of the dish pan puzzle, after exchanging significant glances and obtaining mutual nodding approvals, told him all that they knew of the matter. Of course the most of the story was familiar to him, it being common report; but the card tag and what was on it and the fact that Simon, the errand boy, had carried the pan to the widow Morris were new items in the story to him, the two ladies having kept that knowledge to themselves as agreed.

A few days afterwards the Rector pulled off one of his characteristic little stunts by writing an identical letter to exactly eleven nice, reliable people of his acquaintance in Mith-top—"that number with the guest of honor will be about right for sowing the seed broadcast over the community," he softly said to himself as he sat down at his typewriter to strike off his letters. Odd and mystifying was that letter, but it was sufficiently lucid for each recipient to know that he, or she, was bidden to a little private

dinner that the Rector would give in honor of a distinguished traveller whose identity he suppressed for the time being that their pleasure might be the greater in being surprised. It also charged, on pain of his disapproval, that each one receiving his letter refrain from mentioning the fact to a living soul, as his invitations were exclusive, and limited at that. "Owing to the leanness of my purse, which is but that of a poor Rector," (It was jocosely charged at the dinner that he put that in as a hint for an increase of salary) that part of the letter continued, "I am obliged to forego the pleasure of sending this invitation to many others of our mutual friends whom we would all delight to have with us." The date and hour were of course given, and the place was announced as the private dining room of the Cascade Hotel. After the letter had been signed a "P. S." had been added which read, "See first clause of the 6th verse of the 53rd chapter of Isaiah." Of course everybody on coming to this last immediately hunted up their Bible and read, "All we like sheep have gone astray."

It goes without saying that at the appointed time all of the chosen eleven made their appearance at the "Cascade"; and, after they had arrived, they were a little disappointed at finding their host had evidently been detained somewhere, he not yet having reached the hotel to welcome them. But he came shortly afterwards, bringing with him Mr. James, the proprietor of the "Emporium." "Here is our distinguished traveler and guest of the evening," he said, "just arrived from a months sojourn in Florida. A thousand pardons for our being late, but while the train was on time he would at least insist on washing up a bit before coming with me; this occasion being as complete a surprise to him as is, I'll be bound, his presence to you. I met him at the station, you know, and at first he was inclined to balk at coming here tonight, but you know" he concluded with a laugh "That no one gets away from me when I get started for them."

If the guests while waiting had wondered what had become of the Rector they had been amused at being received at the hotel by Simon, the errand boy of Mr. James at the "Emporium"—generally known about town as "Simple Simon" owing to some unfortunate peculiarity that he possessed akin to that of Simon of the nursery rhyme. The boy was dressed in the best clothes he had and was most assiduous in his attentions in taking the ladies' wraps and the gentlemen's hats and overcoats and systematically disposing of them. The surprise was increased when later Simon helped more or less at serving the meal, slipping in and out of his chair at the table beside the Rector to carry out dishes and occasionally to bring in some-

thing at the request of the regular waitress. At an opportune time the Rector took occasion to explain his presence by tapping his shoulder affectionately as he said, "you may wonder at this little man here being one of our party in a way. But if you will notice you will find that his presence prevents there being the fatal thirteen at the table."

The dinner went off merrily amid general conversation as far as could be managed while the guests were eating; which conversation the Rector contrived to keep chiefly along the lines of inquiry and answer pertaining to the Florida trip of Mr. James. When the post prandial period had arrived the Rector tapping lightly called the little company to silence. Remaining in his chair as he spoke he laughingly said, "you will pardon me if I do not rise. We are all in jolly mood and I want to keep the flame of geniality burning brightly by ignoring all formality. There will be no set speeches. We will have instead what in the vernacular is called a 'talk fest.'"

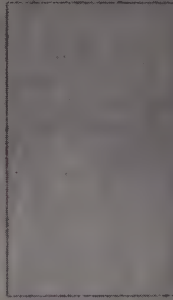
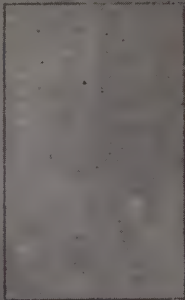
"I told you," he went on with a sly wink at Mr. James, "that you would meet a distinguished traveler, which as you now all know is none other than our esteemed fellow townsman, Mr. James. Ordinarily it is the custom for such a guest to make a little speech, presumably in this instance on the subject of his travels. But during the dinner he talked on that subject enough for the time being; and if I know him, as I think I do, he will be talking about it from the vantage point of his store for many weeks to come. So that will not be the subject of the talk that I will call on him for in a minute."

"First, I want to talk—to him. You will all remember that on your invitation your attention was called to a bit of scripture which, no doubt, you all immediately recalled as being 'All we like sheep have gone astray,' the passage occurring in Isaiah, 53rd chapter, 6 verse. Now that" he smilingly added "was simply to remind me of my text which is, Mr. James, to advise you that during your absence this whole community has gone astray like sheep over the serious matters of the loss of a dish pan. Out of it has grown humor, mystery, stress of mind and recriminations. Indirectly the lie has been passed, theft has been charged, and for a fact our usually smooth running politics threaten to become a seething mass. Unfortunately, or fortunately, as the case may be, you have been unconsciously involved in the matter."

Then in manner of speech combining gravity and factiousness, so that he kept his listeners in expectancy but in the main in a smiling mood, he told Mr. James the whole story of the dish pan as far as known. "Now Mr. James" he concluded, "it is up to you to supply the missing links in order that all speculation and strife may be removed and



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that peace and harmony may abide with us again."

Mr. James had listened courteously to the narration with a mixture of amusement and surprise on his countenance, he occasionally indulging in a broad smile at the Rector's quaint way of putting things. The sum of it all, however, seemed to amuse him, as he laughed heartily before, after lighting his cigar, he addressed the Rector in reply. "I do not know" he began with an assumed air of gravity although having difficulty in suppressing a smile as he talked, "as I can wholly clear the situation. I do know, however, that part of it is extremely simple. Miss Morrison", he said, addressing that individual, "you will recall that you insisted on carrying the dish pan home with you notwithstanding I urged that you let me send it?" Receiving the lady's nod of acquiescence he continued, "you were partially right in your recollection that you carried the pan from the store. Susie was right in insisting that she saw you take it away and Jake Fellows was right when he said he saw you with it on the street. But, you failed to remember that at some moment after you passed Jake you did a characteristic thing which I cannot explain in the matter of your trait of absent-mindedness. The fact is that shortly after you went out you came back into the store with the pan still in your arms. You went

immediately to the ready-to-wear counter and then instead of putting the pan on top of the counter as you did before you placed it on the floor at your feet. Susie happened to be temporarily absent from her station and there was no one, either shopper or attendant, near you. You did not seem to be desiring attention, for as though you had been thinking it over in the interval you began to examine very critically the organdie waist that you had talked with Susie about but a short time before. Apparently satisfied with your examination but evidently not being ready to purchase, you went from the store again, leaving the pan behind you." A general laugh went up at this statement, in which the peals of Miss Morrison were the loudest and the longest.

"All this I saw from the back of the store," Mr. James continued when quiet had been resumed. "No, I am sure no one else saw her, and I did not call her back," he said in answer to interrupting exclamations. "I did not want her to carry that pan out on the street from the beginning, and I was only too glad to have the opportunity to get possession of it so I could send it to her house, hoping to get it there before she herself arrived."

"But why did you send it to the widow Morris?" broke in the Rector with a merry twinkle in his eyes. "I didn't," was the earn-

est retort. "Here you Simon," he said addressing his errand boy as a thought struck him, "where did you carry that pan?" "Up to Morris'" was the non-chalant answer as the boy took another bite from a piece of pie which we was holding in his hands. "Where did I tell you to carry it?" "Morris'," "I did not" James laughed, for he was used to Simon's ways and saw that the boy had made one of his often occurring blunders. Nevertheless he was naturally anxious to clear his own skirts in the matter. So resuming his gravity he said, "nothing of the kind Simon, I told you to carry it to Miss Morrison and to hurry about it." "That's so" stoically vouchsafed the culprit, "you told me to hurry all right, you said, 'here Simon, take this pan to Miss Morris', run."

Roars of laughter and joking salutations to Miss Morrison, Mr. James and the boy greeted this announcement. As for Miss Morrison, she was so nearly convulsed with laughter that she was obliged to hurriedly resort to a tumbler of water to prevent choking.

When the commotion had somewhat subsided the Rector turned to the boy and giving him a most beatific pat on the shoulder said "Never mind Son, when a man in a hurry rattles of 'Miss Morrison and Mrs. Morris—run', all in one breath, they do sound exactly alike. You're all right Simon."

"But it seems as if I were all wrong—in my head" Miss Morrison exclaimed as with an effort she suppressed her laughter. "I knew I was absent-minded, but this is the worst case on record. I remember now that when I went out of the store the first time I was thinking mighty hard about that organdie waist, for I had a pretty strong feeling right then that I wanted it. But, I didn't think I wanted it bad enough to make me forget all about that remarkable dish pan until after supper that same evening; also that the real truth has not come to me in the interval. I can't remember going back to that store even now. However," she continued having in a measure suppressed her merriment, "the joke is certainly on me and I hereby give notice that the price of this dinner is also on me, all previous arrangements to the contrary to be annulled."

Vociferous clapping followed which was suddenly hushed by the Rector holding up his hand and exclaiming "Hush, Hush! not so fast. We appreciate Miss Morrison's offer, made in the spirit of a true sport as she always is, but," he continued impressively as though very much in earnest, "inasmuch as I sent out the invitations to this dinner I do

not think we ought to accept the lady's generous offer. To tell the truth, while as far as the landlord knows at the present moment he thinks he will get a check from me, it was a part of my plan that eventually Mr. James should pay the bill in view of the chronic depleted state of a Rector's pocket book."

"Another salary hint" suggested one of the company to his neighbor.

The Rector thus turning the laugh on the store-keeper was another of the hits of the evening, particularly as Mr. James rallied loyally to the spirit of the thing by shouting amid the babel of approving voices at the suggestion, "It goes people, it goes." "No it don't" exclaimed Miss Morrison. But, before she could proceed further the widow Morris unexpectedly interrupted with "Oh you two people fix that up between you, but what I want to know is why B. James put 'compliments of' on that tag when the old pan was paid for?"

"Well, I'll have to admit that was a slip" was the somewhat embarrassed reply. "In fact, I got to thinking of it when I was on the train that night, and it came to me that in my hurry I had used the wrong word. I meant to have said 'courtesy of,' but I was in a hurry and made the slip. Of course putting the tag on at all was simply my little joking way of having Miss Morrison know that after all I got the better of her in being able to send the pan to her (a laugh followed this statement) instead of her lugging it in that absurd way through the streets. But, I will send up, Mrs. Morris, to your house tomorrow and get it and send it over to Miss Morrison the first thing in the morning. I won't let Simon do the job either," he hastily concluded.

"What's the matter with carrying it up there yourself tonight" drawled Simon as after diving down under the table he brought up the famous dish pan and held it aloof.

Words fail to describe what followed this denouement, but the end of it was that the store keeper on the breaking up of the party carried the dish pan, with Miss Morrison walking by his side. With a rapid fire of "joshing" remarks the merry makers followed them as far as their respective ways went in the same direction. "Say Ben," said one of them on parting at a street corner, "if you let her pay for the dinner why don't you give her that organdie waist that she looked at so hard?"

"I wish I dared to" said the victim, leaning over and whispering it in his tormentor's ear.



American Railroad Association

Appeal to Manufacturers and Shippers

Gentlemen:

During the existing period of reconstruction it is essential for manufacturers, shippers and carpenters to co-ordinate in the various units involved in transit—which begins in the shipping rooms of the manufacturer and shipper—and in order to reach the highest degree of service efficiency with the least possible delay the carriers ask your active co-operation particularly along the following lines:

Containers.

Study carefully classification requirements covering the packing of the particular commodity handled and see that the regulations are complied with literally. Where the rules have not proven sufficiently protective (reports from your trade will indicate the commodities and containers) apply such additional strength to the preparation and packing as will insure safe delivery.

Marking.

Cause your shipping departments to mark each package plainly with the full name of consignee and destination, preferably with brush or stencil—the use of tags or pasted labels should be avoided. The erasing of old marks is required and is necessary.

Billing.

Legible preparation of all bills of lading, preferably typewritten, with the shipping order on top will insure greater accuracy in billing, checking, forwarding and delivery.

Freight House Delivery.

Send a complete bill of lading to the station with each separate delivery of freight. The splitting of lots or bills of lading, by sending two or more teams at different times, properly covered by one bill of lading, or sending one or two loads to be followed by others with the bill of lading accompanying the last load, or sending a bill of lading accompanying the first load with two or more loads to follow to complete the bill of lading, contributes heavily to all sorts of station irregularities and errors in the loading and forwarding of your business. Favorable action taken by you to comply with this request will greatly facilitate the service.

Deliver your heavy shipments during the forenoon, thus avoiding the rush hours; this will facilitate in every way the loading, forwarding and transit service.

Unloading.

Instruct teamsters in unloading packages at the out-bound freight house, to stack each shipment by itself with marks exposed, in order to expedite the releasing of teams and insure accurate check, prompt and correct forwarding.

We Need Your Co-Operation.

The carriers cannot render proper service without your help and feel that you will recognize the value of these important details and extend your united co-operation.

Let us work together in the handling of all transit details to the end that the service may be efficient.

The Agent at Holly Springs is Endeavoring with Apparent Success to Control the Rat Situation at His Station

Holly Springs, Miss.

Mr. Caulfield:

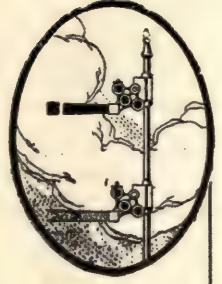
With reference to the rat situation, which has been very serious at this station, especially on the Frisco side, I believe I told you of trapping 26 rats on January 25th, 13 in one, 8 in one and 5 in another. Last Sunday morning we caught 23 in one trap, 4 in one and 1 in another. This makes about 120 rats caught in the past five weeks. We have also used rat poison, but without any results. If our luck holds out, I think we will wipe most of them out before long. I believe the Z traps mentioned above would be worthy of publication for Mississippi Division.

Yours truly,

J. H. P.



SAFETY FIRST



The following personal injuries have occurred in past sixty days which could have been avoided:

Seven Dining Car employes slightly injured account switch engine hitting dining car too hard.

A Coal Shoveler standing too close to track on which an engine was moving was struck by engine and knocked down, rear tender wheels passed over foot, crushing same.

A Conductor knocked from side of car by express truck standing on platform between tracks, dislocating right shoulder. Truck should not have been so placed.

A Hostler Helper in round-house yard fatally injured by being hit by car on another track which did not clear track on which engine was moving.

A Machinist fatally injured by accidentally starting planer with leg while leaning over to measure slide valve.

A Switchman riding on foot-board fatally injured by foot-board of engine not clearing pile of rails left too close to track.

A Switchman fatally injured going between cars presumably to make coupling; no witnesses.

A Switchman walking between two tracks that cars were moving stumbled and fell, left foot went under car and crushed leg between knee and ankle, amputation necessary.

A Switchman adjusting defective knuckle had left arm crushed and fingers mashed off. Should have brought cars to stop before attempting adjustment.

A Yard Clerk fatally injured by going in between two cars standing with draw heads slightly apart when other cars were kicked in, crushing him.

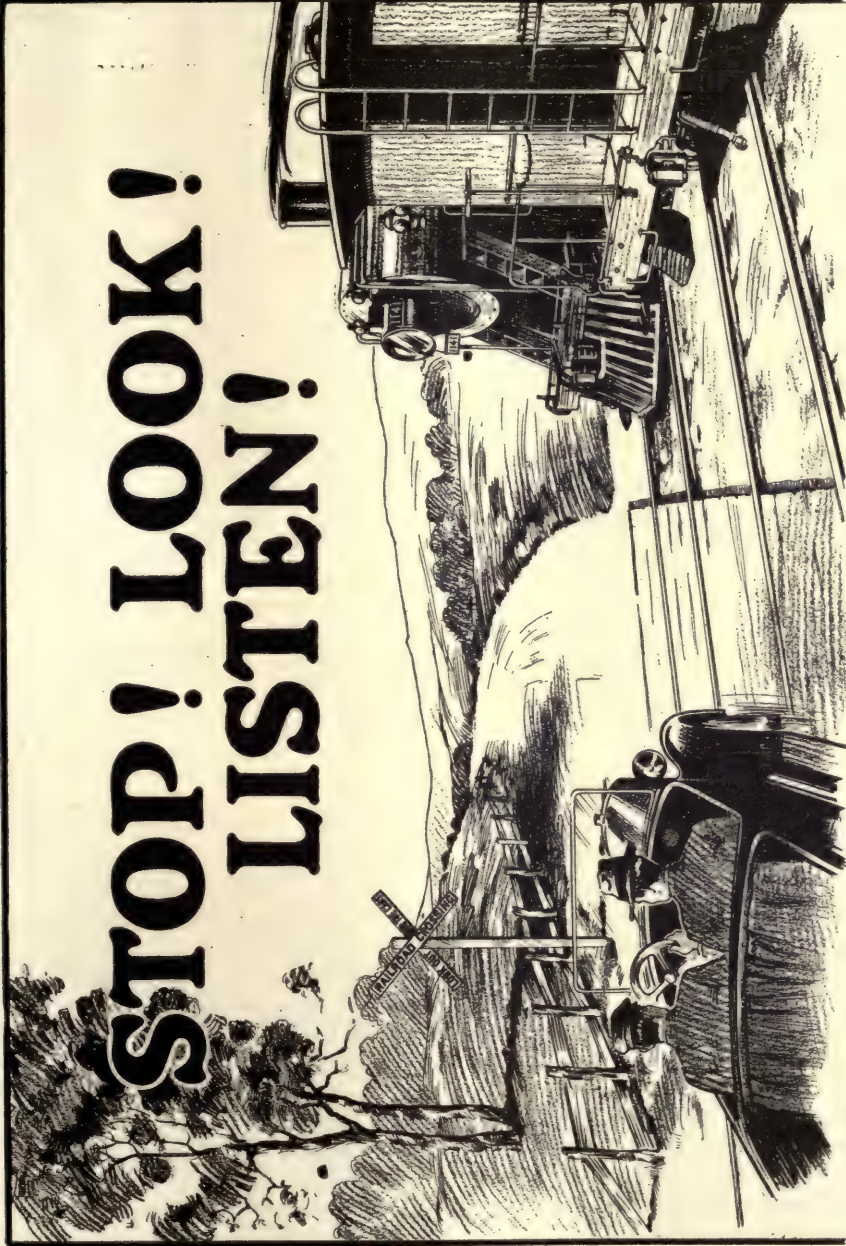
An unusual number of hands, fingers, feet and toes were injured while handling rail, ties and bridge timber.

Also many eye injuries which could have been avoided had goggles been used.

An unusual number of injuries sustained by motor car accidents, falling off, getting feet under wheels, summaries of which shows poor team work of the men.

The Safe way to do work is as easy as the unsafe way. *Think it over.*

STOP! LOOK! LISTEN!



When approaching a railroad crossing, be sure there is not another train coming on the opposite track.

Do not get caught as many others have



A Logging Railroad

By. F. W. Armistead, Asst. Engr., Chicago

Not many years ago a lumber concern, holding about 25,000 acres of timber land in Panola, Quitman and Tallahatchie counties, Mississippi, reached an agreement with the Illinois Central Railroad, whereby a line would be constructed from Batesville, Miss., southwest for a distance of 16 miles for the purpose of getting the timber to the mills and to the market.

A party was organized and survey begun during the summer; good progress was made for the first nine miles which extended along a plateau, or second bottom, this being open, cultivated lands, but upon entering the river bottom progress became very slow, due to the heavy timber and dense cane growth. The cane grew to a height of about 20 feet and was so thick that a person could not get through except by crawling. At frequent intervals the top of the cane was so interwoven with vines that it was easier to cut an opening, tunnel like, rather than chop down the whole mass. There were no roads through this part of the bottom, only one or two trails that New York sportsmen had had cut to facilitate their following the hounds in chasing bear or deer.

The survey finished in early fall, it was deemed best not to start construction until the following spring on account of the usual fall rains, which cause the entire bottoms to overflow.

Owing to the great amount of haul that would necessarily follow in opening up this vast virgin forest, it was decided that the road would be built in accordance with standard specifications.

The most economical alignment and grades were adopted.

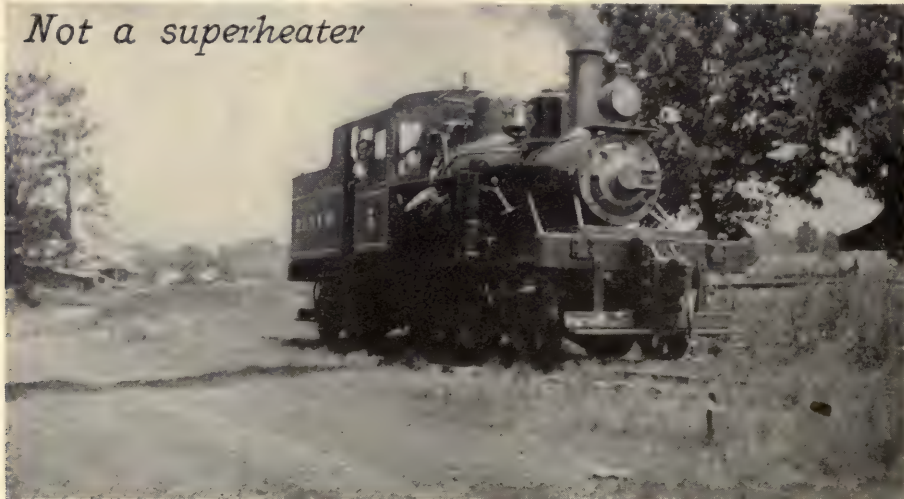
The alignment consists of a 4, 7 and 5 mile tangent, with but two curves on the 16 miles, excepting the one at the junction with the main line of the Illinois Central Railroad. The maximum grade was one-half of one per cent.

The contract for the grading was let to team contractors, the clearing to local contractors, while the bridge work was done by company forces.

In cleaning the right of way all merchantable timber, except that between the slope stakes, was left standing, to be later cut and hauled to the mill.

As soon as the track was laid and

Not a superheater





smoothed up a little with dirt, logging operations were begun. The first timber to be cut was that on and adjacent to the right of way, which was hauled and scattered along the main track to be picked up by a log loader and placed on flat cars for shipment to the mill.

At one mile intervals spur tracks were laid to extend back into the timber where the logs were brought for loading.

Both ox and mule teams were used in hauling the logs to the loading track.

Usually five yoke of oxen are placed to a log wagon—they move very slowly, but



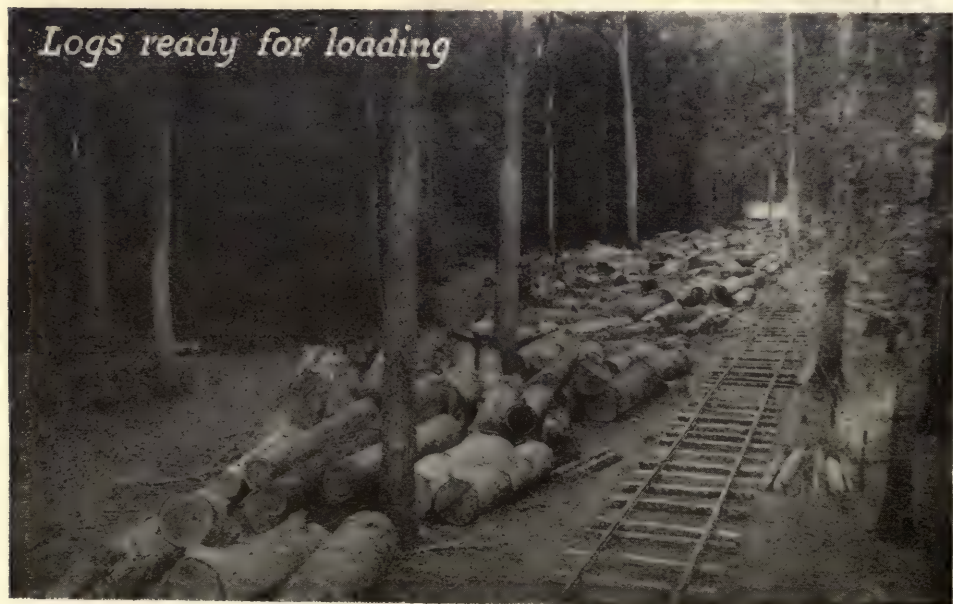


pull right through the brush, cane and bog where the faster moving mule team could not go.

It is interesting to hear the ox driver guide his team through the woods—as no reins are used he accomplishes this by the guttural sounding of “whoa” with different inflections. The ox seems to understand perfectly, but occasionally he becomes a little stubborn and a 20 ft. snake whip will

then be brought into play—the first crack is usually a warning and will pop right at the ox’s head with a report equal to that of a cannon cracker—if he fails to heed this warning, the next lick will be placed exactly where the driver chooses, as they become experts in handling these long whips.

Just prior to the advent of the timber cutters, big game including bear, deer, bob-cats and timber wolves were to be found in this



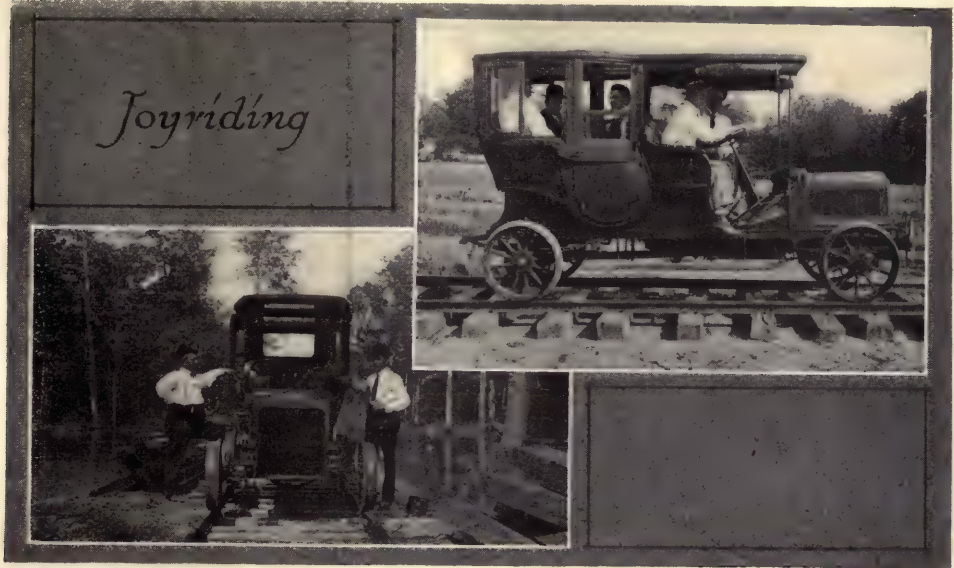
section, also wild turkeys and squirrels were quite plentiful, but as the woods began to echo and crack with the falling of mammoth oak, gum and hickory, the big game began to move back into the timber undisturbed by these logging operations.

A very large and modernly equipped saw-mill was built near the Illinois Central junction where all the hardwood and gum logs are sawed—the choice logs being cut into veneer.

Portable mills are set up to cut the smaller

timber into staves, spokes, heading, etc., after which the land is cleared for cultivation.

Near the end of the railroad and situated on the banks of the Yokena River, the thriving town of Crowder has sprung up, and will continue to grow and prosper, as the ground, once covered by mammoth oak and gum, becomes cleared, and is developed into the most productive farm lands of the Mississippi valley.



Appointments and Promotions

Effective April 12, 1920. Mr. F. S. Gibbons, having resigned to accept appointment with a commercial corporation, the position of assistant to general manager is abolished. Mr. R. O. Fischer is appointed office manager.

Effective, April 1, 1920, Mr. C. G. Richmond is appointed Superintendent of Stations & Transfers, vice Mr. J. L. East, promoted.

The position of Assistant Superintendent Stations & Transfers is abolished.

Effective, April 1, 1920, Mr. H. Kabbes is appointed Supervising Agent of the Illinois Division, with headquarters at Champaign, Ill.

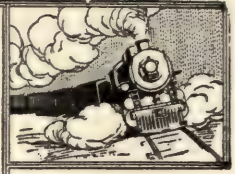
Effective, April 1, 1920, Mr. J. B. Hamilton is appointed Supervising Agent of the St. Louis Division, with headquarters at Carbondale, Ill.

Effective, April 1, 1920, Mr. C. J. Walker is appointed Supervising Agent of the Indiana Division, with headquarters at Mattoon, Ill.

Effective, April 1, 1920, Mr. F. W. Plate is appointed Supervising Agent of the Springfield Division, with headquarters at Clinton, Ill.



TRANSPORTATION DEPARTMENT



First Anniversary of the New Freight House, Herrin, Illinois, April 12th 1920

By W. E. Ramsey, Cashier

I write unofficially and uninstructed, but I believe I will express the sentiment of the patronizing public of the city of Herrin and the employes at this office when I say "Many thanks to the management of the Illinois Central for this magnificent building and office; it certainly is a credit to this city."

It is modern in every respect, with all the comforts of a real office and its facilities will meet the requirements for many years to come. In fact any amount of business that may come to Herrin during the life of the building can easily be taken care of, with only an increase in force.

The past year's business has rolled on without a hitch, every pound of L. C. L. freight, in and out, has rolled through this house, from three to six car loads of merchandise every day. The freight room is so constructed that an open door can be had at any place or spot on the car side, with eleven doors on the street side. It is served by a double track and six to eight cars can be worked at once.

Words can not be found to show the contrast between now and over a year ago, in the facilities at this station. The only way that I can express it, is that we employes have the silent wonder, "How in the world we ever handled the business that we did and got through with it as well as we did, in those days when we had nothing but a small baggage room for all of it.

Hundreds of dollars in damage claims were paid out on freight that was bad ordered right here in the cars, trying to get some Larkin order out of the north east corner of the biggest car load of merchandise in the yard, partly emptied cars being bumped and switched around, cars broken into at night and robbed.

The necessity for a freight house was seen for some time and for some time rumors came down the line, blueprints, dif-

ferent sights were selected and rejected, in fact this went on for a number of years and we looked and longed for the time when we could get out of the overcrowded office. Four or five clerks trying to work in a place that was so small we actually had to spoon in and spoon out from our places at our desks.

Well, I remember six long years I spent in the A. F. R. office, in the old Dowie Building at Twelfth, in small crowded rooms.

Morning after morning I stood on the Suburban platform at Sixty-third street, Woodlawn, and looked with a longing desire towards the time we could pack up our cards, boxes, books and papers and move into the new building, the best in the city, that has been completed since I left Chicago.

Fate ruled I should not enjoy that privilege, but lo, like Aladdin, it seems almost a dream. Here I am in an office, one that might be looked upon with envy by a high official. A building that is as much a credit to this city, in proportion, as the great fine building which I so longed for, is a credit to the city in which it is located.

It is a pleasure to work here, it keeps a high morale, we always feel good, glad to come in and sit down at our desks and dig in, it is no longer a drudge or a dread, plenty of good room with sunshine and air almost the same as if we were outside.

I can say with pleasure that this is one office on this system that is fully equipped with competent help. Excepting the agent, who is an old head at the business, there are four of us in the office, three gentlemen and one lady. They are:

Mr. U. K. Morgan, a young man, who was made a railroad man here at this station, beginning at the very bottom of the ladder, now enjoys the title of Traffic Clerk, he is taking a correspondence course along this line. He is a capable man and can do

anything that's to be done about the station.

Mr. H. L. Tygett is a young man, started his railroad career here like Mr. Morgan. He worked on up to cashier, then was division claim clerk for about a year when he was drafted into the army, where he saw a year's service, mostly as Company Clerk, private first class, was in the midst of the drive in France that brought victory to the U. S. arms. He fills the title here of Claim Clerk, or O. S. & D. Clerk, and everything else that can fall to the lot of a railroad office man, in fact, his duties are so multiplied, he has two desks and keeps them both warm. This is not a joke, but a fact. He is the swiftest and most capable man I ever saw in an office.

Miss Pearl Ratcliffe, a young lady, assistant cashier, has been with us now over a year, was postal clerk here for a number of years. She is a very able clerk, and in fact is the only one out of a number that was tried

that was able to stand the heft of the work that fell to the lot of an ordinary clerk in this office. She proved herself worthy and on moving into this office from the old place, she was made assistant cashier, or teller.

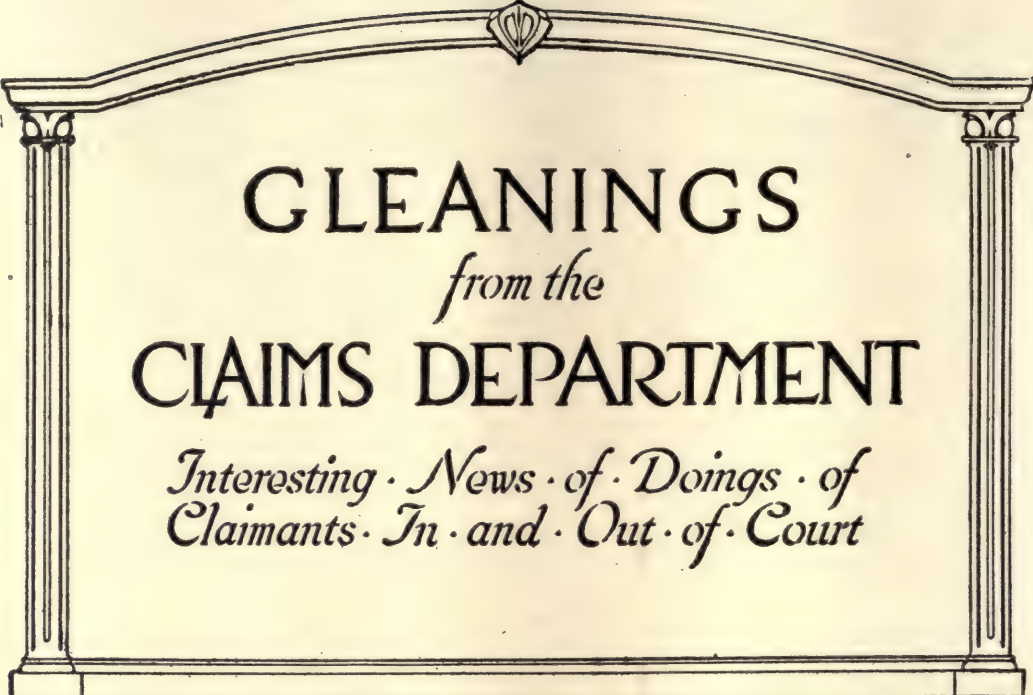
Yours truly is nothing in particular, only a middle aged man, fifteen years in the business, *and no account*, from waystation to general office accounts, has ever proved too complicated for him.

With a force like this surrounding him, Mr. I. C. Barbee, the agent, with an accent on the agent (who was once called a Two-by-Four Agent, by an irritated traveling meat drummer) is the least on the force, that is in stature. He is very hard to find at times when he is most badly needed. He spends most of his time in the freight room, where all good agents do these days, trying to keep down claims and keep freight and cars moving, which he is certainly doing.



Baseball, Belzoni Miss.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Solicitors of Personal Injury Cases

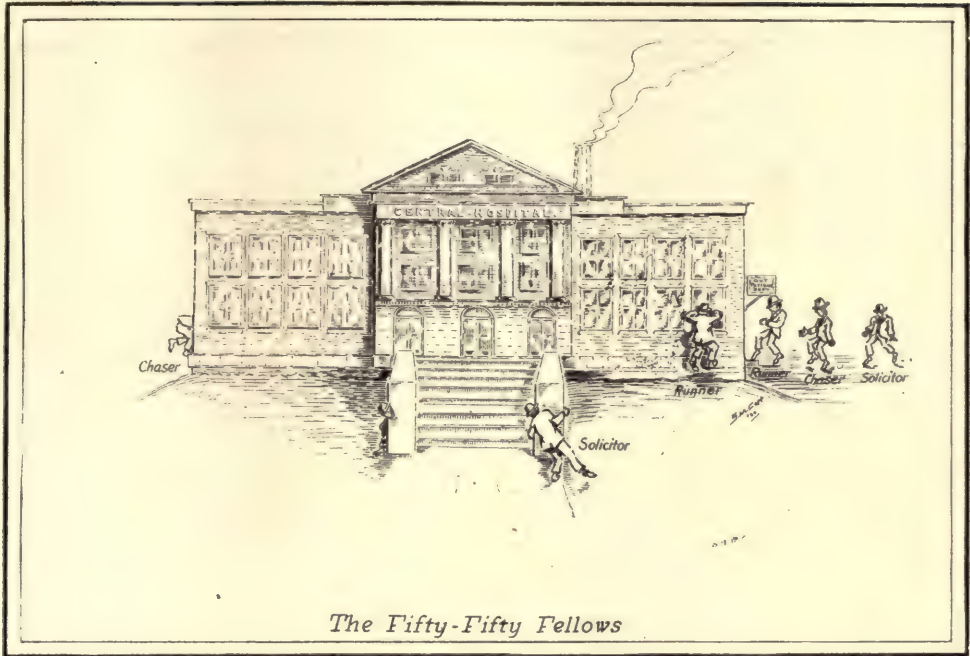
On account of the fact that injured employees from all parts of the system are congregated at Central Hospital, 57th Street and Stony Island Avenue, Chicago, the hospital has become a favorite place for solicitors and runners for personal injury lawyers. They have not been very successful in getting cases from Central Hospital, but, nevertheless, their efforts have been unrelenting. A runner's portion of one good case; that is, a case where an employee is badly injured, will last him for some time, so that he can afford to persist in plying his trade for weeks, and sometimes months, if he succeeds in landing one case during that time.

The accompanying cartoon, drawn by Mr. S. M. Copp, gives a very good idea of how the hospital is infested with runners, and the cartoon is not very much exaggerated.

Some of the business cards of runners, giving the names of lawyers represented by them, may be seen in the cut which also accompanies this article. These cards and the cartoon tell their own story.

The runners gain entrance to the hospital in every conceivable kind of way, and once in a while they draw a prize. Note the following:

Paul Lulinski, a Polish laborer, employed as a crossing flagman on the South Chicago Branch, sustained the loss of both feet when he was run over by a train at 87th Street, August 9, 1918. While in a serious condition in the hospital, he was induced to sign a contract in which he agreed to pay attorneys one-third of whatever amount was recovered by them through compromise or litigation. Before Lulinski was able to leave the hospital, his attorneys com-



promised the case for \$4,500.00. They are presumed to have taken out of this sum \$1,500.00, or $33\frac{1}{3}$ per cent. That is a pretty good profit to make in a period of four months on one case.

Another unfortunate Polish laborer, John Molewicz, sustained the loss of his right arm and left hand in an accident at Kensington, February 14, 1918. He was a rare and precious prize, and many of the personal injury solicitors of Chicago made strenuous efforts to get control of his case. Twenty-one days after John was injured, Attorney J. T. Wachowski served a notice of attorney's lien on the Railroad, claiming to represent John under a 50-50 contract. One month after the injury, another attorney, Mr. S. O. Cavette, served a similar lien, and five weeks after the injury still another attorney, Mr. F. A. Rockhold, served a similar lien, except that Rockhold only claimed one-third interest, while the other two each claimed one-half.

An Italian section laborer, Pasquale Pinto, sustained the loss of both legs on December 23, 1919, account of being run over by an engine near Central Station, Chicago. He was placed in a private room at Central Hospital so that he might not be bothered by solicitors and chasers; but they were not to be outwitted and on Sunday, February 22nd, Joseph Jordan, an Italian runner, gained access to the hospital and induced Pasquale to sign a paper of some kind. Two days later, a notice of attorneys' lien was served on the Railroad by Finn & Miller, in which they claimed $33\frac{1}{3}$ per cent of any amount collected. A few days after this, these attorneys filed suit in the Superior Court. Pasquale is at this writing receiving treatment in the hospital, and tells his friends and acquaintances that he does not want a law suit, but wishes to settle any claim he may have with the Railroad, but that privilege he does not now possess as the lawyers have control of his case.

TELEPHONES
CENTRAL 870
CENTRAL 6844

STANLEY WENZ

155 NORTH CLARK STREET
ROOM 1501

CHICAGO

WITH
MORSE EYEN
ATTORNEY-AT-LAW

PERSONAL INJURY - CLAIMS
& SPECIALTY

PHONE WELLINGTON 8731

LEO J. CRAMER
CLAIM ADJUSTER

3648 WILTON AVENUE

CHICAGO

RES. PHONE HUMBOLDT 7801 OFFICE: PHONE FRANKLIN 3572

JOSEPH G. JANOWICZ
2057th Leavitt

FRANK A. ROCKHOLD
ATTORNEY AT-LAW
10 SO. LA SALLE ST.
ROOM 1101

~~JOSEPH W. BATES AVE~~

CHICAGO, ILL.

PHONE
HUMBOLDT 5701

RESIDENCE
1815 S. MCGEE ST.
PHONE LAWRDALL 9517

JOSEPH JORDAN
INVESTIGATOR

SUITE 1517 ARLEIGH BLDG.
150 N. CLARK ST.

WILLIAM
FIRM & MILLER
LAWYERS

CHICAGO

OFFICE PHONE
RANDOLPH 3337

BERNARD L. DRAKE
WITH
ROYAL W. IRWIN
ATTORNEYS AT LAW

ROOM 1105
NO. 139 N. CLARK ST.
CHICAGO

RES. PHONE
KILDAVE 8840

B. OF R. T.
780

*Business Cards
of
Personal Injury Solicitors
for Lawyers.*

RES. PHONE ARMITAGE 6920 NOTARY PUBLIC
RES. 1890 N. WINCHESTER AVE.

WALTER MULEWSKI
INVESTIGATOR

OFFICE: ROOM 1101
10 S. LA SALLE STREET
PHONE FRANKLIN 3572

CHICAGO

1384 N. ROBERT AVENUE
PHONE HUMBOLDT 8778

JACOB FINDER
1108-10 140 N. DEARBORN ST.
CHICAGO

OFFICE PHONE
CENTRAL 8880

CHURCH CHIMES IN PLACE OF CROSSING BELLS

George Bradshaw, the talented Safety Supervisor of the Pere Marquette, writes sensibly and entertainingly on a very live subject, as follows:

Did you ever pass an electric arc light on a summer evening and notice the bugs, beetles and flies that had been killed by coming in contact with the light?

"Foolish creatures," you say, "to get killed by that light."

Foolish they certainly are; but wait a minute. Now, that you are in a meditative mood, let's bring this train of thought closer home. Let's start in by reminding ourselves that we—mankind, the self-styled Lord of Creation—are only animals to begin with, and that we differ from the beast of the field and the fowl of the air merely in the development of common attributes. Let's remember that we possess no primary faculty which is not also possessed in a lesser degree by some animal or bird. We think, and so do animals; we talk, and so can parrots and crows; we have lately learned to fly, but the birds had to teach us how; we have developed great musicians, but there's more real music in the throat of a mocking bird, a thrush or an oriole than in a whole chorus of Carusos, Galli-Curcis and McCormacks.

We have our David Warfields and John Barrymores, our May Irwins and Mary Pickfords, and also—our educated canaries and trained fleas.

We call a lunatic asylum a "bug house," but we ought to be ashamed of ourselves to do it, because no bug, sane or insane, ever did the foolish things we are doing every day.

These are good, wholesome thoughts for us, because they tap our reservoir of conceit and let out the inflation of self-esteem.

So, now, knowing just where we stand in the animal kingdom, let's go back and consider those bugs, beetles and flies

that killed themselves by coming in contact with the arc light.

"Foolish creatures," you repeat. But how much more or how much less foolish are those bugs, beetles and flies that come to their death by collision with the arc light than the fellows who try to stop a railroad train by getting in front of it with a motor car? They are both bent on getting killed and the method is only a matter of selection and taste.

There's no way of telling how many insects are killed by arc lights, but we do know that enough people are killed and injured every year on railroad crossings to make a respectable sized city. There are twenty such cases on my desk right this minute, not one of them over six weeks old, and of the thousands of cases that occur every year, in not one of them has a railroad train ever yet left the track and gone on a chase up the highway after an automobile. Just a little section of highway between two strips of steel 4 feet 8½ inches apart, and as plainly marked as the nose on a man's face—that's where all the trouble occurs.

The bugs, beetles and flies, with all the rest of the world to move about in, head straight for the arc light. But what right have you to say, "foolish creatures," when you will get upon a highway and follow it up for miles, till you come to that little 4-foot 8½-inch strip, and then insist upon getting onto that particular strip at the exact time that a train also gets on it? I won't call you a "foolish creature," but I don't see a helofa lot of difference in this method of procedure and that of the insects.

I often wonder, as these reports of crossing accidents come into the office from day to day, why it is, when there are so many ways of getting killed in this world, drivers of motor cars should show such a decided fondness for being crushed beneath a railroad train. You know there are a lot of sure and approved methods of getting killed. You can drown yourself, you can take poison, you can use a rope or a razor, or monkey with a gun that's not loaded, or

make love to another fellow's wife. Oh, there are so many ways of getting killed—easy ways, sure ways, quick ways! But motor car drivers pass all these methods up—nothing doing—only to use their bodies for soap grease on a railroad track.

As a rule, they are not at all particular about the kind of crossing they select. It may happen to be one where the view of an approaching train is somewhat obstructed; but *more often*—it's an actual fact shown by the records—they select a crossing where a train can be seen for a mile or more, and they are not at all fussy about any other little details. If the crossing they select has gates, and they are lowered across the highway for protection, they simply run right through them and smash them to pieces. In every large city, the railroads have to keep a force of men busy a good part of the time repairing or replacing gates broken in this way. Down on the Long Island Railroad in New York, they had so many gates smashed in this manner that it was necessary to use heavy telegraph poles for gate-arms.

And if there happens to be a warning bell at the crossing they select, so much the better. They can then listen to their own funeral dirge and the arrangements are complete. The roads I represent, being operated on the policy of the "public be pleased," are thinking of doing away entirely with all ordinary gong bells that simply say, "ding-ding-ding," at highway crossing and substituting instead regular church chimes. Then, when a crossing tender sees one of you fellows coming, he can play, "Nearer, My God, to Thee," and the undertaker and the junk dealer can gather up the pieces.

WHAT IS AILING US?

What's the matter with America these days?

Too many diamonds, not enough alarm clocks.

Too many silk shirts, not enough blue flannel ones.

Too many pointed-toed shoes, and not enough square-toed ones.

Too many serge suits and not enough overalls.

Too many decolette and not enough aprons.

Too many satin upholstered limousines and not enough cows.

Too many consumers, not enough producers.

Too much oil stock, not enough savings accounts.

Too much envy of the results of hard work and little desire to emulate it.

Too many desiring short cuts to wealth and too few willing to pay the price.

Too much of the spirit of "get while getting is good," and not enough of the old-fashioned Christianity.

Too much discontent that vents itself in mere complaining and too little real effort to remedy conditions.

Too much class consciousness and too little common democracy and love of humanity.—Exchange.

GOGGLES SAVED AN EYE

Clinton, Ill., April 21, 1920.

Mr. H. B. Hull:

I am sending you herewith, a pair of goggles, sent to me by Master Mechanic Needham, which were used by Machinist Earl Westray, at Clinton Shops, on the 14th inst. While engaged in chipping brass on a driving box a piece of brass accidentally flew striking one of the lens, breaking same, without any personal injury to Mr. Westray.

My object in sending you these goggles is to show what can be obtained, if constant use is made of them by all employees of shops and roundhouse organizations, as well as other organizations, having anything to do with cutting of steel or metals.

C. W. Shaw,
Superintendent.

The left lens of the goggles sent in by Superintendent Shaw shows that the piece of flying brass must have hit the lens a terrific blow. It struck near the

center of the lens, which indicates that it would have struck the eye had it not been for the protection of the goggles. Eye injuries are among the most common, as well as the most serious, that occur to shop employees. The remedy is evidently the wearing of goggles by employees when doing work of a nature which endangers the eyes.

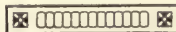
ILLINOIS CENTRAL MEN ON PROGRAM

The Thirty-First Annual Convention

of the Association of Railway Claim Agents will be held at Atlantic City, May 19th, 20th and 21st. Two Illinois Central officials are on the program, General Solicitor R. V. Fletcher and General Claim Agent H. B. Hull. The topic to be discussed by Judge Fletcher is as follows: "Federal Vs. Private Control of Railroads—From Law Department Viewpoint," while Mr. Hull will discuss: "Publicity in the Handling of Claims and Litigation Against the Railway."



School, Belzoni, Miss.



SOLILOQUIES OF Marvelous Martin

By Kralcasor

Marvelous Martin MEANDERED
MUCH.

Marvelous Martin MARVELED
MUCH.

MARVELOUS MARTIN
Having meandered and marveled much,
Ceased meandering and marvelling,
And then, thuswise,

*Did he,
Briefly*

SO LIL O QUIZE:

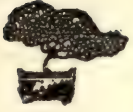
"It is man's prerogative to live and move and have his being, freely, without let or hindrance, not on Sundays and holidays only, but during every fraction of every second of every minute of every hour of every day of every week of every month of every year throughout eternity. And who shall say him nay?

"The pebble that moves is no moss-back; neither is it a gizzard-grinder for any busy bird.

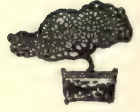
"A single swallow may not make a summer, yet there'll be many a summer without a single swallow.

"Do we get everything that comes our way? If you get your'n, and they get their'n, and he gets his'n, and she gets her'n, do I get Ein Stein?"

MARVELOUS MARTIN ceased soliloquizing and meandered again.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Jimmie D. Has a Vacation But Not a Rest

"Pretty easy, eh, ol' kid?"

"I'll say it is, Jimmie, and think of the weeks to come nothing to do and plenty of time to do it in—"

"Yeah, and plenty of nice warm sunshine, good eats, feller to help on repair work and—well, me for de sunny sout' every time."

From which remarks the reader will infer that Jimmie and Sweetie were travelling south, in which inference one would be perfectly justified, for the family for whom Jimmie was chauffeur had decided to spend two or three months in the South and moreover had decided to take Jimmie and Sweetie along that their valuable services might still be available. They were nearing their destination after an uneventful journey and Jimmie had already begun to speculate as to whether the automobile had arrived or not, it having been shipped about ten days previously in order to accommodate its owner, who had leased a mansion four miles out from town.

By the next afternoon after their arrival Jimmie had the car ready for the drive to the new place and, having made a careful inspection to see that everything was securely fastened, they rolled speedily along the roadway towards Clayton Manor. It is worthy of note that the car gradually decreased its speed until they were moving along barely ten miles an hour, Jimmie remarking to his wife that it didn't seem right to drive fast down South and besides "no one else, seemed to be in a hurry".

All went well for the first month-and-a-half and then Jimmie began to show what seemed to be a lazy spirit, acting slow and tired even in the morning. Sweetie noticed this and secretly was somewhat worried thereby, but supposed that it was caused merely by the change of climate and would eventually pass away.

It had been their custom, since their arrival, to sleep on a large back porch and, aside from annoyance from hordes of mosquitoes which seemed to come out at night, they thoroughly enjoyed their rest

in the open air. Sweetie laughed at Jimmie one or two mornings when his face and neck had been bitten to a greater degree than usual but could not induce him to use the mosquito netting with which the bed was provided, he said it shut off too much air and breeze.

Finally, one bright warm morning, our friend Jimmie was taken with a severe chill which persisted for nearly fifteen minutes.

"Sufferin' snakes, ol' kid, wats de matter wit' me, anyhow."

"I'm afraid you've got malaria, Jimmie, there is lots of it down here and I won't be satisfied until the doctor sees you—he's coming this afternoon."

"Say, ol' girl, you're crazy—I ain't got no malaria, never had it in my life an' I've been drinking dat spring water ever since I come, so I couldn't have got it."

"Yes, but how about sleeping without the mosquito netting over you and getting all bitten up every night."

"Well, wat ov it—you don't get malaria from dat, its bad water wat gives folks de malaria."

"Jimmie D., you're hopeless, you won't listen to a word I say and you know I've told you every night to cover up with that netting."

"Aw, I can't stan' dat stuff it shuts out all de breeze, an' besides I'm gettin' used to muskitos—don't mind 'em a bit any more."

"All right, Mr. Wiseheimer, just you wait 'till the Doctor comes and see what he has to say."

It was nearly two o'clock before the busy country practitioner, Dr. Burrows, reached the house and when he heard Jimmie's story he laughed and said, "Well, you have a fine case of Malarial Fever, all right, and we'll have to give you some quinine to get rid of the trouble and bring you back to a healthy condition."

"Say, Doc, how did I ketch dis trouble—ware did it cum from?"

And turning towards Sweetie, Jimmie solemnly winked and nodded to her to listen carefully, fully assured as to what Dr. Burrows answer would be.

The doctor looked at Jimmie for a minute and then said, "do you really want to know or was it just an idle, curious question."

"Naw, Doc', on de square, I want to know."

"Then I'll be only too glad to tell you—malaria is carried around by mosquitoes, which, when they bite you, instill some of the poison of malaria into your system."

"What, dese little stingin' devils dat comes around at night time?"

"Yes, but not all of them. The mosquito family has different branches and one of them is a quiet little woman's branch which does not make much noise singing but gives a person malaria just the same."

"An' it ain't bad water dat causes it, like I've always thought?"

"No, the 'bad water' talk arose from the fact that standing water is a favorite breeding place for mosquitoes, but it is the mosquito and not the water which causes the disease."

Jimmie got a little red of face as he thought of how definitely he had contradicted Sweetie but was nevertheless good enough sport to grin as he said to her, "You win, kid." Then he turned to the doctor and resumed his questions, for he was getting interested.

"Dat's a knockout fer me, Doc, I allus thought that chills and fever came from drinking bad water but when you tell me dat it is dese here little mosquitoes, I sure am surprised."

"Yes," said Doctor Burrows, "malaria can be wholly wiped out if the people take the proper precautions on screening so that the houses are free from mosquitoes—and this screen must be small enough mesh to

keep out the mosquito, at least sixteen to eighteen wires to the inch."

"Well, how about de fella dat already has it—any hopes fer him?"

"Certainly, for quinine will completely cure malaria, getting rid of the germ in the blood which is the actual cause of the disease."

"Now, Doc, yuh don't mean to tell me that plain ornery every day chills and fever has its own pertickler bug?"

"Yes, indeed, and when I call again I will show him to you, for I am going to take a specimen of your blood and look at it with the microscope, when I shall be able to recognize the malaria germ just as plainly as you would your own brother."

Sweetie, who had been quietly standing near by, now asked the doctor how one could tell a malarial mosquito in the house.

The doctor laughed and said, "Now don't think I am joking but you can always tell a malarial-conveying mosquito by his peculiar position when resting—he stands on his head, with his body pointing straight up."

"And how do other varieties stand while resting?"

"With the body held horizontally—of course, there are other differences but this one is the most easily noticed and is positive."

"Say, Doc, are them fellahs particular where they live or wat kind of gink dey bite?"

"Well, they are rather particular where they live, much preferring still pools with grassy edges; as to whom they bite no preference is shown, inasmuch as when they want their blood meal they bite indiscriminately."

"Gee, I'll bet dats pretty bad," this from Jimmie and even the Doctor had to laugh, especially as Sweetie's face grew crimson.

"Say, Doc, I don't want to steal none of



Churches Belzoni, Miss.

yer business, but if you'll answer one more question, I'll buy another round."

Sweetie thereupon exploded and told Jimmie he ought to be ashamed of himself for talking that way to the doctor.

"Aw, say now, Sweet', de Doc understands dead languages better dan you do—besides, deres no harm done, Doc knows I can't make good."

"And now what's the other question," said Doctor Burrows, as soon as he could talk after laughing.

"De bigges question of 'em all—how do yuh beat de game—"

"Doctor, my husband means to ask as to what measures can be undertaken to prevent malaria."

"The answer to that question should properly be divided into parts, first as applied to the individual, the answer to which is quinine from the intelligent use of which one can cause the complete disappearance of the Plasmodium Malariae from the blood; the second part really takes up those

measures which can be used for the prevention of the growth of the malarial mosquito and includes the draining of water from the favorite breeding places by means of ditches; the oiling of the surface of such bodies of water when impracticable to drain, for the mosquito larva comes up to the surface of the body of water in which it is growing for its needed supply of air, the oil having coated the surface is breathed in by the 'wiggie-tail' and, clogging the breathing apparatus, causes death; the last means is the one with which you are most familiar, namely, screening—and now, I must go."

"Say, Doc, on de square now, don't yuh feel sort o' dizzy after all dat what yuh just said—hones', if I could understan' a tenth of dat talk, I'd be de happiest guy in de worl'—a fella is allus wantin' wat he hasn't got, and dey missed me complete wen dey was passin' de eddication; I sure am much obliged to yuh—half de family got wat you said, anyway," and Jimmie looking lovingly at his wife.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Memphis, Tenn., January 20, 1920.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Dear Doctor:—

I want to thank you and all the other Doctors and Nurses who are connected with the Illinois Central Hospital Department Staff at Chicago for the courtesy and nice treatment that I received while a patient in the Illinois Central Hospital there recently. Everyone was as nice to me as could be, and I could not have been treated better or more considerately any place on earth. The two months that I spent there have made a new man of me.

I thank you all for your kindness and consideration shown. I am now back on my run and am feeling fine.

Words fail to express my praises to the Illinois Central Hospital and its Staff.

Yours truly,

(Signed) George L. Barnett,
Engineer,
Mississippi Division,
Memphis, Tenn.

Chicago, March 4, 1920.

Mr. W. G. Ferstel, T. P. & T. A., Central Station, Chicago, Ill.

Dear Sir:—In expressing my gratitude to the Hospital Department, Illinois Central Railroad, I wish to heartily extend a general vote of thanks for the kind treatment which I recently received, both at the Company Hospital and at home. Especially do I wish to commend the prompt and earnest attention extended by the Hospital Department

Staff who attended me, both at the hospital and later at my home when I was convalescing following an operation on my throat.

Certainly every employe should be proud to know and appreciate the adequate protection afforded by the Hospital Department for their personal welfare.

Since my operation I am glad to say I am enjoying excellent health and feel greatly benefited thereby.

Sincerely,
(Signed) J. W. Mulford, Ticket Clerk.

Memphis, Tenn., January 23, 1920.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Dear Doctor:—

Having been a patient in Illinois Central Hospital at Paducah, Ky., I take pleasure in stating that the treatment accorded me while there was equal to any that I could have received in any hospital in the United States. The Hospital Department has equipped this hospital with the most scientific, sanitary and modern conveniences found in any hospital. The latest and most approved furnishings and equipment have been installed, and we have in this hospital one of the best in the United States.

The doctors and the nurses are capable and efficient and all show a constant desire to give the very best of service.

I take this means of recommending this hospital to all of my fellow employes on the Illinois Central and The Y. & M. V. Railroads, and in the new Illinois Central Hospital at Paducah we have a place that will give the best of care to all those in need when suffering.

Respectfully yours,
(Signed) George H. Lewis,
Switchman,
Memphis, Tenn.



Belzoni Miss.



Purchasing & Supply Department

Wheels

By E. R. Barstow, Supply Department, Burnside

Away back in the old days when man picked his clothes off a tree and tore his overcoat off of the back of some animal, which he killed with his stone club, little was thought of railroads in general. The fact that his nearest grocery store and haberdashery were always just around the corner and the stocks being kept up by mother nature without his assistance, made it superfluous to worry about so small a thing as transportation.

But as the population increased and the more venturesome went farther and farther away on expeditions of discovery and conquest, new things were found which would make the home cave more comfortable; new eatables were found that would make the home meals more palatable, then came the question of how to bring back the articles found and transportation was born.

Man has always been an ingenuous animal and no doubt before long found that instead of bearing the burden on his back he could drag it on an improvised sled made from branches; about this time perhaps some husky builder discovered that a round stone moved more readily than a square one and systematic reasoning along these lines finally developed the wheel.

It is a far cry from the primitive wheel of ancient times to the modern car or locomotive wheel, but as this is not an article on construction we will not attempt to detail the many changes made or the development from a flat tread in a grooved track to the modern flanged wheel and standard rail.

The object of this article is to bring out only one point—there is just one thing a wheel is made for and that is to roll. There is nothing I know of more important at this time in this great country than to keep every wheel under every car rolling; per diem does not pay as well as hauling freight and an empty car idle is a crime.

We are continually reading in the newspapers about car shortage. If there is a car shortage let us be able to say that every available wheel on this railroad is rolling dollars into the company's treasury, and that the only reason why there is a shortage is that we cannot get the cars to run.

The greatest thing that the railroad men can offer at this time to the country in general and to the world at large is to keep these wheels grinding out their song of successful operation day and night. It is not a job for one big man, but for an army of men working in concord. What would happen to a train if only the wheels on the locomotive would roll? The responsibility rests on the least of us as well as on the greatest and the effect of co-ordinated effort can hardly be measured.

As a subject for this article, I have used the wheel on account of it having only one function, that is to roll and to do it well, whether it be forward or backward, fast or slow does not matter; that rests with the motive power directing the movement.

The only thing for the wheel to do is to roll and the wheel that rolls always gets somewhere.

A Few Helps and "Don'ts"

By W. P. Hopkins, Clerk, Purchasing Department

When we consider that the railroad spends fifty cents of each one of its dollars for material and supplies, it should be the constant aim and ambition of every employe of the road, to increase production and decrease the cost of distribution and handling, of material and supplies, eliminate waste and

save time, labor and material wherever possible.

One thing that helps to save lost motion and consequent waste is the elimination of unnecessary correspondence. If we can take figures compiled by the Franklin Motor Company during the year 1914 as cor-

rect, we are told in their statement that it costs the Illinois Central Railroad Company 0.0525 to write a letter by stenographer and 0.0225 by the aid of the dictaphone.

Probably more correspondence is handled by the Purchasing and Supply Department in comparison to the size of the Department than by any other office, due to the inquiries, placing and follow-up of orders, requisitions, accounts, etc. As an example of how some of this could be avoided, a complaint reached this department that material had been received at a store-house, some time back, and that no invoices had been received to cover. On referring to records in this office, it was found that invoices had already been passed and handled by the same storehouse in their accounts some months previous.

Recently an additional bill was referred to a superintendent for approval, to correct the price charged for material on a previous invoice, and should have been handled without delay. However, it was returned with a lengthy letter to the effect that a previous bill had been approved. One glance would have shown that the bill in question was for an additional amount and correct, and much correspondence, filing and detail work saved.

It is very probable that copies of this magazine will fall into the hands of some of the many firms from whom we buy material and supplies. I might say that rendering invoices promptly in triplicate on our forms, showing correct order and requisition numbers, and showing correct amount of material, prices and extensions, would save a great deal of valuable time, letter writing, and annoyance and enable same to be vouchered much more promptly.

We are repeatedly calling the attention of the various firms to this feature.

Storekeepers purchasing material locally as emergency purchases should see that invoices are correct in every detail before forwarding same to purchasing agent for voucher. Also, that invoices and abstracts agree as to the name of firm and amounts, and that abstracts are totaled correctly. Superintendents Accountants should observe the instructions to avoid handling bills in their accounts, except for ice, engine wood, grain doors and coal for station use.

Not long ago a certain superintendent handled bills covering stationery and other material, which should have been referred to the general storekeeper, and the result was that they had to be eliminated from his accounts and rehandled.

Another matter of great importance is the matter of repairing and making use of a lot of material which heretofore has gone to

the scrap heap as worthless. For example, a few years ago at the Brooklyn Navy Yard all scrap material from Uncle Sam's warships was disposed of to a New York syndicate and it was found that a great deal of this material was being rebuilt and resold at an enormous profit, whereupon its sale was discontinued and the same material put in good condition and used the second time.

The writer of a certain magazine devoted to business efficiency, states that he had occasion to walk along the right-of-way of a large railroad and while so doing, noticed a pile of scrap material, approximately 2,500 lbs. or more, 90 per cent of which could have been repaired and reused, and that at a later date, when making another trip over the same ground, saw the material still untouched—exposed to the weather and in a rusty condition, possibly beyond repair.

That material should have been collected by the section foreman, on his trips in from work, taken to the section-house, and from there turned over to the division storekeeper for repair and reuse, or if beyond repair to be sold for scrap.

It is not an uncommon sight when walking in the yards of various roads to see bolts, nuts, couplings and the like—as well as picks, crowbars, wrenches and shovels, lying on the ground exposed to the elements and in some cases even frozen or tramped into the ground.

We were told in the March issue that a bolt costs \$0.08, a nut \$0.04, a spike \$0.02¼ and other material at correspondingly higher prices; and with some material almost unobtainable at any price, we should save and utilize these articles.

During this day of labor trouble, high prices, strikes, walkouts, etc., it might be well to remember what Andrew Carnegie said that

"Labor, capital and business ability form the three legs, of a three-legged stool; useless each, without the other; neither comes first, neither second or neither third. There is no precedents, all being equally necessary, and he who sows discord and discontent among them is the common enemy of all three."

Always be courteous, respectful and decent to all your fellow-workmen and employees, both superiors and subordinates. For remember, life is a good deal like a seesaw, "He who is down today, may be up tomorrow."

Also, remember that the road will be just what we make it, each and every one of us, day by day—no better and no worse. If you shirk and do not do your share of the work, it falls on some one else's shoulders or remains undone.

Things We Should or Should Not Do

Do your caboose side lamp chimneys appear foggy? An investigation recently developed that the wicks had been turned up after lamps were extinguished and that the oil had been syphoned up by the wicks and evaporation had left a thin deposit of oil on the inside of the chimney. In case you feel that the oil is not what it should be, better look at this feature first and see if the bad appearance of side wall lamps is not due to evaporation of oil during the day time.

It will not be long before the weeds get a good start and there is always more or less material, such as tie plates and rail joints, etc., scattered along the right of way, which will be covered up. With markets as they are at present every bit of material should be cared for.

Did you ever stop to think how difficult it is for a great many men, when ordering, not to think in terms of 6, 12, 24, 25, 50 and 100? When you order material, order what you need and will use. If every section foreman would order six kegs of spikes when he only needed three, there would be \$14,000 tied up in this item alone. When you multiply this by the many items in common use you can see how much money can become involved through thoughtless ordering.

Do not use grain doors for any other purpose than intended they cost money and if used for making tool boxes, or skirting under buildings, a grain shipment may be delayed for want of them.

Agents should be as industrious in disposing of company material shipments as they

are in handling revenue shipments. It frequently happens that company material is allowed to lay in warehouses for a long time waiting for someone to call for it with the result that work is delayed owing to consignee not being notified and firms are tracing for payment of their invoices when receipt of shipment cannot be established.

If every man stuck as close to his job as he did to the "pay wagon" a lot of our troubles would be over.

Remember we are now on a competitive basis and the combined brains employed by a railroad are usually just enough to keep it running smoothly. Harmony is represented by the "band wagon" which is always up at the head of the procession. The caliope makes a lot of noise, but usually brings up the rear.

Save material, it is hard to get and costs 100 per cent more than before the war. If you don't think so, just start to build a house.

Release cars promptly; this will help to increase car mileage. Do your part.

Do it today, not tomorrow.

Lumber in the Board Walk at Atlantic City when put in a number of years ago, cost \$30.00 per M., is now being taken out owing to repairs and is selling at \$60.00 per M. This applies also to lumber on the railroad. Save and use it.

Good-bye will see you in the June issue.

Flagman J. H. Bunch is Complimented for Attention Shown to a Passenger

Humphrey & Co., Cotton, Benders and Extra Staples.

Greenwood, Miss., March 12, 1920.

Mr. J. H. Bunch, 370 Gaston Ave.,
Memphis, Tenn.

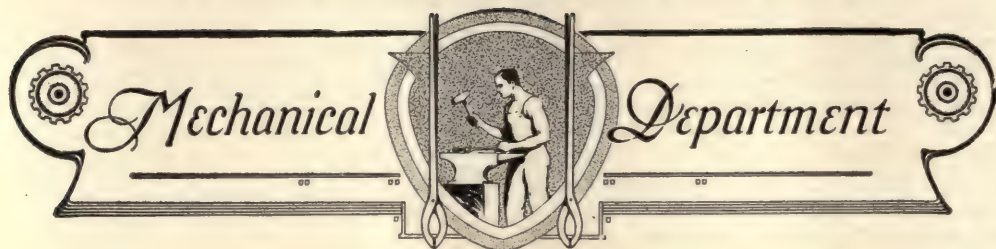
Dear Sir:—I take this means of expressing my thanks to you for the very extraordinary courtesies extended to my wife while she was enroute Memphis to Greenwood, a couple of days ago, and on account of the washout between this point and the I. C. main line she was compelled either to remain in a strange town or return to Memphis.

Your kindness to her, after she had decided on returning to Memphis, will remain as one of the most pleasant remembrances during her not infrequent travels, and at the same time will always enable us to recall the Illinois Central employees as second to none, from a standpoint of politeness and attention to the welfare of their passengers.

Permit me in closing to repeat the feelings of appreciation, and wish for you and your railroad the continuation of the deserving patronage entitled.

Very truly yours,

L. S. Mehr, Individual.



Conservation of Company Material

By W. J. Ormsby, Master Mechanic, Freeport, Ill.

Much has been said and done (but not too much) about conservation of coal and other National resources. In fact, "Conservation" has become a National slogan and it occurs to the writer that this principle applied to company materials would prove highly beneficial, not only from an economical standpoint, but also in expediting repairs to equipment.

During the war, considerable difficulty was experienced in getting the necessary material and supplies to carry on the business and keep up repairs to our equipment. The war being over, it would naturally seem that these materials could now be easily obtained and that there was no further need of practicing economy. But, however natural this supposition may be, it is erroneous. There is just as much need of practicing economy in the use of company material as there ever was, and perhaps more. One reason is, that there is just as much difficulty in obtaining the necessary material and supplies as there ever was, due to the fact that the railroads having been returned to private ownership, special effort will be required to put the equipment in its former condition, and new equipment must be forthcoming to make up for that which was not provided during Government Ownership, all of which creates a demand for more material.

Another reason is the increased cost of material. It is safe to say that the average employe has very little conception of what the increase has been and what the price of material is at the present time. The question may arise in the minds of some employes, "Why should I be concerned about saving the Company's material, it

costs me nothing?" which is another erroneous idea. We cannot waste the Company's resources without suffering, both financially and morally for it—financially, because the stockholders must have a reasonable profit, and the I C C will see that they get it, and the only recourse they have is to increase rates, which increases prices to the employe and also to the millions of people in this country, who are not so fortunate as to work for a railroad, morally, because a man cannot deliberately waste what is serviceable without feeling more or less guilty and violating his sense of justice and right.

The opportunity for conserving company material is open to all. No matter where employed or what the nature of your work may be, you have more or less occasion for using company material, and it is often left to your discretion to use the old material or draw new.

The ways in which material can be saved are many, but the most prolific sources of waste are, drawing new materials where the old is serviceable, or second hand material could be substituted, also drawing more than is actually needed for the job. Don't draw a half dozen bolts or nuts when you only expect to use one or two. Don't draw new piston or valve stem packing when the old is OK and the cause of the trouble is elsewhere.

By each one doing his part in the conservation of company material, a vast amount could be saved each year, which would not only be of great benefit to the Company, but also a great benefit to the employe himself indirectly.

Hot Boxes

By Q. P. Wallace, General Foreman Car Department, Paducah, Ky.

I have read the Illinois Central Railroad Employes' Magazine with much interest, ever since the first issue, and

have received a great deal of information and help by reading the different subjects that have been contributed

from time to time by various ones, but I do not recall to mind at any time where anything has been discussed or written to any great extent, relative to the care of hot boxes, and as this is a subject that is of much interest and vital importance, and one that deserves a great deal of comment and careful thought, I believe, with several years of experience I have had in repairing, rebuilding and handling freight and passenger equipment, I can be of some help and benefit to those who are held to a great extent responsible for the care of hot boxes, and possibly be of some assistance in the elimination, to some degree, of hot boxes, by giving a few of the major causes that I have learned by observation and experience. If we are going to have the best results, we must establish and have the best practices. Therefore, I would say that much has been accomplished in the past few years by the railroads of our country, by facilitating car movements, by furnishing improved truck equipment and instructing and teaching car oilers, on whom rests a great responsibility, who have, from time to time, been instructed as to the best method of car oiling and packing journal boxes. Notwithstanding this, there still probably remains a great deal to be said and done before the united efforts of those in authority will have their aims consummated by having general conditions as good and adequate as desired.

Now, the intention, as I understand it, of good lubrication is to reduce excessive friction (for this is the only thing that causes hot boxes), and we find friction is the force that acts be-

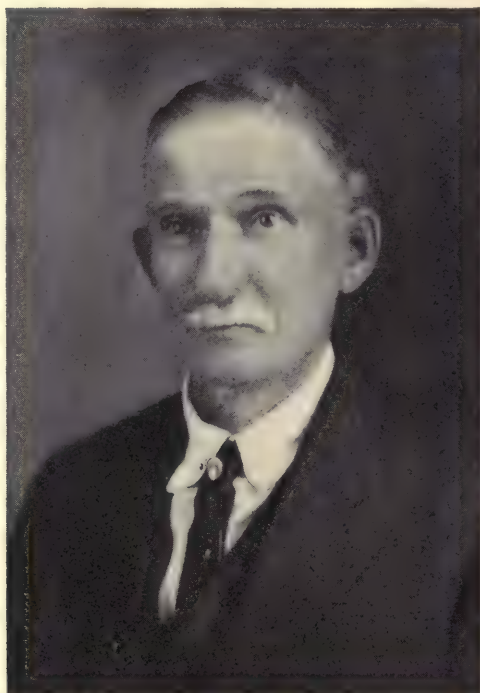
tween two substances in contact, opposing their sliding, one on the other, and is caused by irregular surfaces of the two bodies interlocking, creating heat, and we find various causes for excessive friction, for instance, defective lubrication, excessive bearing pressure, inferior bearing metal, waste not against journal, waste with insufficient capillary power, oil washed out of box by snow or water, dope frozen, not enough waste in box, journal bearing too tight or too loose on sides, waste not properly prepared by having a sufficient amount of oil, and, in our judgment, the majority of the above causes can be attributed to the lack of the individual not performing his duty as carefully and attentively as he should. We find that one of the most essential things in the elimination of hot boxes is very much neglected, and that is the application of the dust guard, which is very necessary to keep out dust, grit and foreign matter. We also find that cracked bearings are allowed to run when they should be removed. Wheels are applied without cleaning the journals of all small particles which serve to cause friction. The wedge, in many cases, does not fit the bearing, and the weight is not distributed uniformly. Box lids are missing and in many instances allowed to remain open. This is a very essential thing toward the elimination of hot boxes, keeping the box free from dust and grit.

There are some other things I might mention, but I have endeavored to touch the most important ones and trust that what has been said will be of some benefit to those who are interested in the elimination of hot boxes.



Roll of Honor

Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
Booker T. McKennie	Conductor	Jackson, Tenn.	28	11-30-19
Frank O. Carlson	Conductor	Memphis, Tenn.	19	12-31-19
Thomas J. McKee	Conductor	Centralia, Ill.	36	12-31-19
Fred J. Hemple	Laborer	Waterloo, Ia.	20	1-31-20
John O'Connor	Track Walker	Chicago, Ill.	26	3-31-20
Dave Silas (Col.)	Brakeman	Paducah, Ky.	18	3-31-20
Rupert Roe	Engineman	Jackson, Tenn.	19	12-31-19



Henry E. Davis.

Mr. Henry E. Davis who entered the employe of the Illinois Central Railroad September 1st, 1881, has been placed on the honor roll of this Railroad effective September 1, 1919.

Mr. Davis has been in continuous service and was promoted to position of Engineer on December 10, 1886; he has been in charge of the Dixon Switch Engine for the past several years, and has always been considered an efficient Railroad man.



T. J. McKEE

Mr. T. J. McKee, born in Carlyle, Clinton county, Illinois, September, 1855, on a farm. Entered service of the Illinois Central as brakeman on the main line September 23, 1873, and continued as brakeman and conductor until 1879; then went to Texas and was yardmaster and brakeman on the T. & P. at Fort Worth and Denver.

Then to New Orleans on the N. O. & N. E. as yard master until 1884 and began service on the St. Louis Division at Cairo in May, 1884, as brakeman, promoted to con-

ductor in December, 1884, and passenger service in 1890 which he continued up to the time of his retirement December 31, 1919.

Meritorious Service

CHICAGO TERMINAL

Engineer W. A. Green, Engine Foreman C. S. Bateman, Helper H. L. Hall, Helper J. Hagel, have been commended for discovering and extinguishing fire on Bridge at California avenue, February 29. This action undoubtedly prevented property loss.

During February the following gate-keepers lifted card passes and commutation tickets account having expired or being in improper hands:

Gate-keeper A. Vendewater, Gate-keeper Viola Long.

During March the following gate-keepers lifted card passes and commutation tickets account having expired or being in improper hands:

May Heldenbrand, R. J. Fraher.

ILLINOIS DIVISION

Foreman H. Green, Onarga, has been commended for discovering and reporting car P. McK. Y. 15313 off center, extra 1646. Car was set out at Del Rey, thereby preventing possible accident.

Conductor D. S. Wiegel, train No. 23, February 22nd, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor R. W. Carruthers, train 525, March 5th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor H. B. Jacks, train 1, March 20th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor D. S. Wiegel, train 9, March 28th, declined to honor card ticket account having expired and collected cash fare. On same train he lifted going portion of trip pass account returning portion being missing, and collected cash fare.

ST. LOUIS DIVISION

Signal Maintainer Sam Speck has been commended for discovering and reporting broken wheel on extra 3811, March 27, Marissa Depot; and also noticed that signals would not clear and upon investigation found broken rail between Marissa and Lensburg. This action undoubtedly pre-

vented possible accident.

Operator W. H. Milo, Marissa, has been commended for discovering and reporting broken wheel, extra 3811 south, March 27, C. M. & St. P. 93338. Train was stopped and car set out, thereby preventing possible accident.

Conductor W. C. Walkup, train No. 623, February 20th, lifted card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

SPRINGFIELD DIVISION

Switchman J. R. Williams, Decatur, Ill., has been commended for discovering and reporting broken arch bar on L. & N. 68118, March 29, while passing through Decatur Yard, train 1-182, in charge of Conductor Bennett. Train was stopped and car set out, thereby preventing possible accident.

INDIANA DIVISION

Brakeman E. E. Goff, Mattoon, Ill., has been commended for discovering and reporting three inches of point of north frog at Sand Prairie broken off, extra 893 south, February 27. This action undoubtedly prevented possible accident.

Brakeman Edward J. Halligan, Palestine, Ill., has been commended for discovering and reporting P. L. 559698, extra 990 north, March 4, with broken arch bar. Arrangements were made for repairs, thereby preventing possible accident.

WISCONSIN DIVISION

Brakeman F. M. Benkert has been commended for discovering and reporting arch bar badly bent.

Conductor D. Fallon has been commended for discovering and reporting broken arch bar and making prompt report of same.

Brakeman Geo. Valeske has been commended for discovering and reporting arch bar broken and making prompt report of same.

Brakeman Paul Zick has been commended for discovering and reporting broken arch bar and having car set out.

Conductor B. J. Kuhn has been commended for discovering and reporting broken arch bar and making prompt report of same.

Conductor W. D. Ryan, train No. 30, February 9th, declined to honor card ticket account having expired and col-

lected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor M. R. White, train No. 35, February 29th, declined to honor card ticket account having expired and collected cash fare.

Conductor W. D. Ryan, train 27, March 14th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

KENTUCKY DIVISION

Conductor J. W. Robertson, train No. 102, February 2nd, lifted trip pass account being in improper hands and collected cash fare.

TENNESSEE DIVISION

Flagman R. N. Davis, Fulton, Ky., has been commended for discovering and reporting bent axle under P. M. 32372 at Obion, train extra 1530 north, March 29. Car was set out for necessary repairs, thereby preventing possible accident.

Flagman J. G. Croal, South Yard, Paducah, has been commended for discovering and extinguishing fire in express car passing Fulton Passenger Station train 3-155, February 12. This action undoubtedly prevented property loss.

Conductor A. M. Mitchell, South Yard, Memphis, has been commended for discovering and reporting broken rail while in charge of extra 1502 south, one mile south of Missio. Arrangements were made to have repairs made.

Conductor R. C. Smith, Mounds, Ill., has been commended for discovering and reporting pilferage of N. P. 94094.

Conductor C. B. Blackman has been commended for discovering and reporting brake sticking on A. C. L. car 1010. This action undoubtedly prevented possible accident.

Conductor J. W. Arnn, train No. 5, February 3rd, lifted going portion of employes trip pass account returning portion being missing. Passenger refused to pay fare and was required to leave train.

MISSISSIPPI DIVISION

Conductor R. F. Cathey, train No. 23 February 7th, declined to honor card ticket

account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. J. Hines, train 23, March 27, lifted card ticket from passenger who admitted having previously secured transportation thereon and collected cash fare.

Conductor R. F. Cathey, train 24, March 29th, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

LOUISIANA DIVISION

Conductor R. E. McInturff, train No. 35, February 1, lifted 30-trip family ticket account being in improper hands and collected cash fare.

On train No. 23, February 28th, he declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. A. Fulmer, train No. 33, February 26th, lifted trip pass account being in improper hands and collected cash fare.

Conductor Wm. Trafton, train No. 6, February 13th, lifted 30-trip family ticket account having expired and collected cash fare.

Conductor R. H. Bowles, train 34, March 3rd, lifted term pass account having expired and collected cash fare.

Conductor Wm. Trafton, train 6, March 21st, declined to honor card ticket account having expired and collected cash fare.

Conductor L. E. Barnes, train 4, March 22nd, declined to honor term pass account passenger not being provided with identification check form 1572, and collected cash fare.

On train 5, March 25th, he lifted trip pass account being in improper hands and collected cash fare.

On train 4, March 30th, he lifted trip pass account being in improper hands and collected cash fare.

MEMPHIS DIVISION

Conductor P. D. Richards, train No. 15, February 2nd, lifted employes trip pass account being in improper hands and collected cash fare.

A Tribute to American Railroads

By Edwin S. Jackman
Firth-Sterling Steel Company

A railroad is not the unfeeling and relentless devourer of automobiles and little children at grade crossings described by impassioned advocates in crowded court rooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home.

A railroad has been likened to an octopus by those who do not know the flesh and blood and personality of railroads. The soul of a railroad is Fidelity, and if a railroad is an octopus, it is an octopus with a soul.

A railroad is a disciplined power; owning rails and cars and locomotives; engaging the highest quality of mechanical skill and expert knowledge; but the glory of a railroad is the united adjustment of its living nerves to patience, courtesy, speed and safety. Copyright, 1915.

Division News

GENERAL OFFICE.

The Invincible Bowling Team in the Land & Tax Department met their Waterloo Tuesday night, March 30th on their home alleys, Dorchester Avenue and Sixty-third Street, when they competed with the Bowling Team in the Motive Power Department on the ninth floor.

Without showing the details for each game, the final result for the three games was a total of 2,451 pins for the Motive Power Department and 2,342 pins for the Land & Tax team. The Motive Power Department lost by 50 pins in the first game but came back in the second game beating the Land & Tax by an aggregate of 30 pins and in the third game won by 129 pins. Had Gable and O'Donnell who only averaged 141 and 120 respectively for the three games been hitting their stride in all probability the Land & Tax Commissioner's team would not have had a look in even the first game. The feature of the evening was the performance of Muth and Bernbach of the Motive Power Department who shot the maples for a total of 613 and 573 pins respectively averaging 204 and 191 for the three games. Enough said.

INDIANA DIVISION

Mattoon Shops

Mr. James Boultinghouse, car repairer, who has been off duty several weeks on accounts of sickness, has returned to work.

Mr. Roy Myers, ex-soldier, has returned to the service of the I. C. at Mattoon, Ill., as boiler maker apprentice.

Mr. Harold Stamper, who was acting as clerk in the office of the master mechanic at Mattoon, has returned to his former position as machinist helper in the shop. Mr. Henry Lemon is filling the position made vacant by Mr. Stamper.

Mr. A. D. Bullock, clerk in the office of the master mechanic at Mattoon, was given a very pleasant surprise by members of the master mechanic's office force on March 25th. Miss Ethel Bullock was here from Nevada, Mo., to attend the party.

Miss Harriett Bledsoe, stenographer in the office of the master mechanic, at Mattoon, has returned to work after several days' illness.

Mr. Clarence Woods, chief clerk to General Foreman Loughry, at Indianapolis, has

us all guessing. Does he or does he not go to Columbus as often as usual and if not, WHY NOT? You tell us.

Miss Alice Titus has accepted a position as stenographer in the office of the division storekeeper at Mattoon, made vacant by Miss Gertrude Hasler, now Mrs. Brant.

Messrs. James B. Hovious, carpenter, and J. J. Hovious, acetylene welder, were called to Bedford, Ind., on account of the death of their father.

Mr. C. T. Miller, blacksmith foreman, was off duty several days on account of illness. We are all glad to see "Pa" back on the job again. The one thing he complains about mostly is the extraction of his pipe which we all know was his main strength.

Mr. Casper M. Schatz, assistant accountant, has returned to work in the office of the master mechanic at Mattoon, after having the "Mumps." "Cap" said it was not the way he felt, but the way he looked that kept him off duty.

Mr. H. F. Runge, general foreman, at Mattoon Shops, is the owner of a new Elgin "6" so they say. Thanks "Fred" for the spin—very enjoyable.

OFFICE OF AUDITOR-STATION ACCOUNTS

By G. A. R.

The readjusting times are at hand and the accounting department is very active in dividing and sub-dividing federal and corporate accounts to the fractional parts as a debit or credit as the case may be. This extra service of reporting is now being rendered in all departments, but will only be a matter of a few months when the readjustments will be made and then sailing will be smooth.

As employees, there is one thing we should greatly concern ourselves about, and that is to fully recognize the fact that our old friend "competition" is now in our midst. Let us learn to handle him in a very diplomatic manner. Being one family of employees, for one of the best railroads in the middle west, we must keep in mind the fact that in working for its interest we are also working for our own interest. We should also try and eliminate waste wherever possible. Study well all the resources from which revenue is derived and adopt

this as a slogan—"GET THE BUSINESS."
If all worked in a co-operative way, the growth of this road would be marvelous.

If sorrow seems to be your load

Try a pleasure trip on the IC road.

It's scenic and cheerful route gives new life

Which is a sure cure for all your strife.
You will find the equipment up to date,
Trains running on time—and never late.

Our motto:—"Courteous treatment by employees"

Makes the journey one of ease,

And the public knows this is true

Because they take the IC through.

P. L. Haines, special accountant, with his group of ten gentlemen scribes, have moved to the ninth floor and we gladly welcome them in our altitude. This move was a most natural one because everything worth while these days are "going up higher".

Springtime brings resurrection of life to everything that seems held back by the wintry blasts. First, we see the blossom, then the bud and later a beautiful rose. Following in this line of thought, the rule is applicable to many things in our social life. One little incident has come to pass among a few of our select number—that of having a coming out party, as it were, for Miss Marion Powers. There were some thirty couples present and all enjoyed the evening and a part of the early morning hours in dancing and a general social time. Miss Powers' debut in society makes a transformation scene as above stated.

E. J. Rottman, who handles litigation accounts, is a wise boy for the reason he has taken the right step to overcome rent profiteering by purchasing a modern bungalow in the vicinity of Avalon Park.

D. O'Connell may have the ingenuity of dodging many things but there is one thing he did not dodge and that was the police while speeding in his Dodge car. Experience is the best teacher.

How about the trip to China? It is rumored that one of our clerks is contemplating a sojourn through that region. He will be associated with a certain syndicate who is arranging an expedition along mineralogical lines.

There are many employees who are making inquiry as to when the company intends to start their commissary at 63rd street for their convenience.

Miss Anderson recently received a very beautiful box of orange blossoms from California. We wonder if this indicates she is contemplating anything serious. It is a well known fact, however, that she carries a locket and instead of any pictures being in it, we read the sign "For Rent".

Mrs. Helen Northrup is wearing that dollar mark smile, which indicates she has

received good news from the oil fields in Texas. Let us hope it will be a lasting smile.

Who said "overalls". Do not be surprised if you see our lady clerks coming to work some morning donned with this conventional suit. If this is to be the inevitable it might be well to suggest that the men wear very dark blue glasses.

The ball season is on and we have the assurance from our Captain P. J. Ryan that he is lining up a good team and will soon be in readiness to play any of the IC leagues.

You perhaps have heard of the hook and eye and also hair-pin, as well as many other kind of humps, but we would like to have it known that in due course of time the I. C. will point with pride to the real hump, which is now in the course of erection at Homewood. It will be one of the most complete yards for switching cars in this country, and greatly facilitate handling of freight business in the Chicago terminals. In addition to this improvement, the electrification of the road in the city limits will become a reality in a year or two, then, the dream of the public for perfect service will be fully realized.

Mr. J. N. Nolan, chief clerk, Interline & Statistical, Department of Auditor of Freight Receipts; severed his connection with this company, after ten years faithful service. He has started an Institute of Railroad Accounting, located at 1811 Harris Trust Bldg. It is the only one of its nature in existence, for the reason, in addition to the theoretical side, the students are taught a practical and fundamental knowledge through actual experience, from the tariffs that are used in the railroad offices, relative to classification, rates, percentages and commodities; also higher accounting in final interchange settlements. This institute is highly endorsed by all roads in Chicago and also many favorable letters have been received from roads of other cities. Mr. Nolan, as general manager, with the assistance of H. C. Tatlow, who has had thirty-five years' experience in all branches of traffic and accounting departments of railroads, bespeaks very highly for the success of the institution.

CAR ACCOUNT OFFICE

By K. C. R.

We regretted very much to see Mr. J. M. O'Day, our car accountant, leave to take a position with the Sinclair Refining Co. The office force presented him with a complete golf set and a box of his favorite smokes. He was very much surprised and in turn thanked every one for the loyal support they gave him during his tenure of office. We wish him all kinds of luck in his new position.

Miss Florence Anderson of the sorting bureau is thinking seriously of entering the "Well of Matrimony". See that the well isn't very deep "Flo" for it is terrible these days with the H. C. L. staring you in the face at every meal.

Miss Margaret Rennie of the tonnage department is spending her vacation in New York visiting the Wannamakers on Fifth avenue.

Misses H. Nestman and A. Ryan are planning a motor trip to Boston, Mass. in the early part of May.

Miss Dorothy Smith has purchased a new steam launch. Can't you just? "Pat" steaming on the lake this summer in her Jade Green sport suit.

Miss Martha Alexander has returned from her leave of absence feeling very much better.

The McGrath boys are thinking of starting an orchestra with Art Marski as manager and Tom at the piano.

Miss Vera Kennedy of the sorting bureau is anxiously waiting for the swimming season to open, Vera is one of the best swimmers on the south side.

Have you noticed our brunette stenographer has company home every evening from work. Marion H. told all about it and she ought to know for she is a regular Dan Cupid.

Miss A. Leitzell is now Mrs. Bruce Reis.

The girls in the office had a shower on her and the girls glee club under the direction of Callie Keith and Anna Hunt at the piano the evening was very much enjoyed by everyone.

WISCONSIN DIVISION

La Salle, Ill.


Supervisor's Clerk V. J. Myler is back on the job after a brief illness. Vince had a slight touch of the "flu" but is gradually rounding into shape again.

Messrs. W. E. Briggs and P. H. Swain of Freeport spent an evening with us recently.

Our warehouse jaguar "Olive Oyle" announced the arrival of an anti rat brigade consisting of two maltese, one black and a couple black and white kittens. This is in line with a circular recently sent out by the general superintendent.

The Leonard Wood special passed through La Salle April 9th, enroute to Freeport. The general addressed a large crowd here and spent some thirty minutes going over the presidential outlook.

Harold J. Carney of the car accountant's office in Chicago spent a few days in La Salle recently. Harry was a member of this office staff prior to his entrance into military service, being transferred to Chicago upon his return from the army. During his stay in La Salle Harry spent con-



STOP!

When about to make an investment, your first consideration should be the safety of the **principal**—will it be paid in full?

Your next should be the safety of the **interest**—will it be paid promptly when due?

Next the **House** with which you are dealing—has it a reputation for integrity, solidity, conservatism?

Our First Mortgage Real Estate Bonds meet every requirement of careful investors. The principal is **safeguarded** in every manner possible.

Monthly deposits insure the **prompt payment** of interest the day it is due.

This House has stood on the granite rock of **Conservatism** for a third of a century.

Any of our Stone-guarded 6% First Mortgage Real Estate Gold Bonds may be purchased on terms as low as \$10 per month. Every payment draws 6% interest from the day each deposit is made.

H. O. STONE & COMPANY

111 W. WASHINGTON ST.

CONWAY BUILDING

CHICAGO

Turntable, I.C.R.R.
Roundhouse



**Flood Conditions,
Dubuque Iowa,
April 6 1920**



C. M. & St. P. Switch, So. Junction



No 2 Track, Dubuque Yard

siderable time calling on some of his old acquaintances in Cowey's addition.

Joe LaVanway joined the Elks here last Wednesday and needless to say was tardy the next morning. Joe claims that the goat was rather slippery.

Art Finlen writes from Venice, Cal., and claims he is having a wonderful trip. Art sent the boys several pictures and from all appearances California is "some state."

Charles Block, our night clerk, is spending a few days in Chicago on business. Jack Littau is taking Block's place during his absence.

MINNESOTA DIVISION

Waterloo Yard

Kathryn Quinn, J. M. Daly Clerk at Waterloo Yard, says she would like to play ball, but we think she bawls enough if the swede don't come over every night.

Mr. H. O. Dahl, general yard master, Waterloo Yard is in Chicago but we don't know where he stays, but "Jud" Joyner, yard checker, knows where his sister is. Leave it to "Jud."

Mr. "Jim" Lavell, chief clerk at Waterloo Yard has bought a motorcycle and side car. We all wonder what the side car is for, because we have never seen his wife.

Mr. Miller M. Bodell, yard checker at Waterloo Yard has been planning on an

extensive trip, but his girl must have turned him down because he don't seem to go. Go ahead Miller, "Faint heart never won."

Mr. "Jud" Joyner, correspondence clerk, Waterloo Yard has been bumped. "Jud" says "Don't worry, this is just a bump, you had ought to see some of the knocks."

Miss Kathryn Quinn, J. M. Daly, clerk, has a brother that runs a grocery store. No wonder she has started taking anti-fat.

E. J. Meade, first trick ticket agent, Dubuque, left the service to accept a position with the local insurance company.

L. Kuperschmidt, Ralph McCarron, Margaret Walsh and Grace McDonald of the Accounting Office, Dubuque, recently spent Sunday in Chicago.

Mr. B. E. Cober, Yard Master, Dubuque, and wife, recently spent a few days at Clinton, Ill.

Frank Myer, messenger in the Superintendent's office, recently spent Sunday at Waterloo.

Well, Smith is back from Mexico, but not to stay. He didn't say much about the army down there, but he surely had an army of girls around him on his return. You see he brought several opals home with him and presented each girl with one. Mr. Smith resigned his position with the Illinois Central and leaves again in the immediate future for Mexico.



\$1.00

Down
Stunning Dress

Silk-Satin and Georgette

A splendid bargain we can offer for a limited time only. Send only \$1.00 with coupon. We will send this charming silk satin and georgette dress. Money back instantly if you ask for it after you see dress. Send coupon.

Rich Silk Embroidery

This stunning frock is designed in the most becoming style. Waist is of fine silk satin, modeled in becoming circular neck effect and richly embroidered both in front and back. Both sleeves and overskirt are of silk Georgette crepe edged with folds of satin. The overskirt is most elaborately embroidered, while beneath is a lining of serviceable tussah silk. The drop skirt is of satin to match the waist. Choice of Plum, Navy Blue, Black or Tanpe colors. Sizes 34 to 44 and Misses 16 to 20. Give color wanted, also bust, belt, hip and length measurements.

Order by No. S-37. Send \$1.00 with coupon.
Monthly payment \$4.85. Total price \$29.95.

6 Months to Pay

Open a Charge Account

Learn to buy the Elmer Richards way as thousands of other people are doing. Our original easy payment plan brings you anything in clothing and shoes for men, women and children, and you pay in small monthly sums so low you will never feel them. No charge for credit. Latest styles and strictly dependable qualities only. See for yourself.

Send Coupon

This is a special bargain. Don't be too late. You take no risk. Dress comes on approval. Send the coupon with a \$1.00 P. O. order or a dollar bill. This offer is strictly limited. If you are too late we won't be able to fill your order. Mail coupon—NOW.

Elmer Richards Co. Dept. 7505, W. 35th Street
CHICAGO, ILLINOIS

Elmer Richards Co. Dept. 7505 W. 35th St. Chicago, Ill.

Send the Silk-Satin and Georgette Dress No. S-37. Color.....

Bust..... Belt..... Hip..... Length.....

If I am not satisfied with the Silk-Satin and Georgette Dress, I can return it and get my payment back. Otherwise, I will pay the advertised price, \$29.95 on your terms of \$1.00 with coupon, balance \$4.85 monthly.

Name.....

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State.....

FREE

Write for our Free Bargain Catalog of men's, women's and children's clothing and shoes. Everything on small monthly payments.

Please mention this magazine when writing to advertisers.

Mr. G. J. Nash, of Chicago, is Mr. Smith's successor.

Mr. and Mrs. E. C. Russell spent a few days at Douglas, Wyoming.

Dispatchers L. W. Morton and J. L. Heins, attended a Shriners' celebration at Rockford, Ill.

Mrs. H. Shelton, wife of Instrumentman, is visiting at Effingham, Illinois. Just a little information to let you know why Harry looks so sad.

The girls in the Superintendent's office spent a pleasant hour in Car No. 6. Messrs. Dodge and Lindrew being in Dubuque—Movies 'n Everything—even eats.

Hurrah! Roy Rodeberg is back with us again. He was off two days SICK.

We are sorry to lose our D. V. Man, Mr. Gus Uhr, who has accepted a very fine position with the Milwaukee R. R., but our loss will be the Milwaukee's gain.

Mr. J. E. Allison, Agent, Dubuque, spent the week end at Rochester, Minn., visiting his wife, who has just undergone a serious operation.

O. W. Farnham and Mandell, are auditing freight accounts at Dubuque.

Marc Woods made a hurry-up trip to Chicago recently to visit relatives.

Our sympathy goes out to L. B. Tierney, fireman, in the loss of his wife. Mrs. Tierney was the sister of our Second Trick Operator, Dubuque, Charlie Coffee.

Louise Heitzman, stenographer in the Superintendent's office, resigned her position at the Illinois Central. She will make her future home in Minneapolis.

Miss Hilde Blichman, stenographer in the Road Department, will succeed Miss Heitzman.

We were grieved to hear of Road Master McNamara's illness, which necessitates his going to California for a few months. We feel sure this will fix him up.

Miss Emma Talkin, stenographer in the Freight House, Cedar Rapids, spent a day with her mother in Quincy, Ill. Who'll do the talkin' while she's away?

Mr. William Mueller, General Foreman, Machinery Department, Cedar Rapids, spent a few days at Ft. Dodge on business.

Louis Black, Warehouse Foreman, Cedar Rapids, left the service of the I. C. to take up carpenter work at the Packing House. His place has been filled by Roy Miller, formerly yard clerk.

Jack Anderson is our new yard clerk at Cedar Rapids.

J. Riley, former Second Trick Ticket Clerk at Dubuque, has been awarded position of first trick operator.

O. J. Alexander, Ticket Clerk at Waterloo, is filling Mr. Riley's position.

The employees of the Freight House gave a dance at the Elk's Ball Room at Dubuque, Saturday, April 17th, which proved a success. There were sixty couples in attendance, which included I. C. employees

from Galena and Waterloo and several employees of other railroads.

Mr. Happy Day and wife, Chief Clerk at Galena, made a flying trip to Dubuque, recently. No not in an aeroplane—on 28.

Mr. John Hall was one of the most popular men at the dance—he took tickets—that isn't all he took!

T. F. Frentress, agent at Glenville, Minn., left for Rochester, Minn., for hospital treatment. W. J. Carmody will act as agent until his return.

Operator H. E. Solt returned to work at East Belt Junction, after a sojourn of one month at the I. C. Hospital.

M. B. Norman has been assigned the agency at Janesville, Ia. He will be succeeded at Earlville by F. R. Fear.

Mr. LeVan Clerk at the Freight at Dubuque, Ia., is the proud father of a baby boy.

KENTUCKY DIVISION

Local Office, 12th and Rowan Street,
Louisville

Mr. J. D. Tuttle, traveling accountant, from Perishable Freight Service office, visited this station on March 16th.

Mr. W. S. Thomas, former general yardmaster, Central City, Ky., was with us on March 19th.

Expense clerk, Mr. Raymond Higgins, spent March 22nd and 23rd in Nashville, Tenn., visiting relatives.

On March 20th Mr. G. R. Hurd, supervisor of fire protection, Chicago, made inspection of these terminals.

Mr. T. J. Horan, recently city freight agent, Louisville, paid us a brief visit on March 23rd.

On March 10th Mr. F. M. Albrecht was installed in the Accounting Department here as outbound abstract clerk.

Assistant freight house foreman, Mr. Chas. Schnell, has been confined at his home account of severe illness. His many friends wish him a speedy recovery and return to his duties.

Inspectors Mr. R. H. Pinkerton and Mr. Otto Schilling made a thorough check of this station on March 29th.

We had with us on March 29th Mr. J. M. Egan, general superintendent, Mr. T. E. Hill, superintendent, Mr. C. O. Cecil, trainmaster, and Mr. P. Glynn, roadmaster, who inspected the Louisville facilities.

TENNESSEE DIVISION

Master Mechanic Grimes and Traveling Engineer Harrington are riding engines on the Central of Georgia R. R. between Birmingham and Columbus, Ga., for the purpose of testing engines now in service on the Central of Georgia.

A. R. Sykes is just back from Birmingham where he went in interest of the Martin tool holder.

The many friends of Engineers Lee, Colie

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Clerk—Asst. to Credit Mgr.	1,200 "
Clerk, well educated	1,200 "
Ledger Clk., auto co.	1,500 "
Clerk, sales opportunity	1,300 "
Stenographer, ins. co.	1,800 "
Typist, oil co.	980 "
File Clerk, ins. co.	1,000 "

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FEMALE

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Cashier, real estate	25 "
Ledger Clerk	22 "
Beginner Clerk	18 "
Stenographer, small office	30 "
Secretary, loop	35 "
Beginner Stenographer	20 "
Comptometer Opr., loop co.	25 "
Dictaphone Opr., oil co.	30 "
Typist, 1 girl office	20 "

No Advance Charge.

A NATIONAL ORGANIZATION—ESTABLISHED 1910

Please mention this magazine when writing to advertisers.

and Paul Chandler extend sympathy in the loss of their mother recently.

Mrs. J. V. Young spent the 10th and 11th with relatives in Bolivar.

Mr. J. C. Blackwell former stockkeeper at Birmingham has been transferred to Jackson.

Mr. R. A. Mason, steam fitter foreman from Chicago, was at Jackson shops last week.

Miss Katie Patterson spent the week end in Memphis doing her Easter shopping.

Mrs. W. H. Watkins has just returned from a visit to friends in Memphis.

Mrs. Jas. O'Connor, of the trainmaster's office, has as her guest Mrs. Knox Tate, of Bolivar, Tenn.

Miss Kathleen Lovier was absent from her duties several days recently account of illness.

H. B. Butterworth, Enloe West and W. W. Claypool, clerks, superintendent's office, are enjoying their annual vacation.

L. C. Bowers has resigned as stenographer, Maintenance of Way Department, superintendent's office. The vacancy is being filled temporarily by Miss Helena Workman.

W. T. Mays, chief dispatcher, has returned to work after several months absence account of ill health.

A. N. Robinson, formerly station auditor has been appointed supervising agent, Tennessee Division.

Many friends of Conductor M. E. Weddle will be sorry to learn of personal injuries sustained at Fulton, April 14th, 1920 while doing some work on his caboose, in which a splinter struck him in right eye, seriously injuring ball.

D. C. Ligon, Embargo Clerk, is again on the verge of breaking up house-keeping account of his wife refusing to work the garden and mow the yard.

The many friends of Flagman Trevor Whyne will be surprised to know that he is "Sweet Daddy", the young lady arriving at their home April 16th.

It is with very deep regret that we learn of the resignation of our good friend, Mr. Fred Gibbons as Assistant to the General Manager, but we cannot hope to keep a good man down, and knowing Mr. Gibbons as we do, we are sure he is quite deserving of the important position to which he recently has been appointed, and with his cheerful disposition and smiling countenance, we feel that the Sinclair Refining Company with whom he has been appointed, General Traffic Manager, is very fortunate in procuring the valuable services of Mr. Gibbons, and that

CONTINENTAL SERVICE

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Canton, Miss.,
December 1, 1919.

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This acknowledges receipt of your draft for \$1,300.00 delivered to me by your representative, Mr. G. H. Coulter, in full settlement of my claim for the death of my husband, Joe Rogers, Freight Brakeman, who was fatally injured on October 28th.

The policy was originally for \$1,000.00, but had earned an additional \$300 accumulation by virtue of its several renewals.

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Beneficiary.

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Continental Casualty Company, H. G. B. ALEXANDER Chicago
President

he will prove a big asset to that firm. Here's to you Mr. Gibbons, we truly hope that you will not forget your old friends back on the railroad.

Miss Estelle Slaughter was absent several days recently account of illness.


Supervisor W. H. Cox probably would make a good switchman were it not for his "Tender Feet".

Pensioned Engineer Thos. Mercer and wife have returned home after spending several months in Florida for benefit of their health.

Switchman Jno. T. Price at Fulton, recently decided to comply with that part of the Scripture wherein it is said, "Every man shall take unto himself a wife", and was fortunate enough to prevail upon one of our extra stenographers, Miss Garnet Conley to change her name and enter the bonds of matrimony with him. Jno. T. and Miss Conley are a very popular young couple and their many friends wish for them much happiness.

Notwithstanding the fact that all of the staff officers have been absent from the Tennessee Division for a period of two-weeks account of the illegal strike, the business on the division has moved on very successfully under the able leadership of our Superintendent Mr. J. W. Hevron, who has remained constantly at the steering wheel and guided the affairs.

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SOME 'AS 'EM AND SOME 'ASNT

"Zach" Hall tells this incident in the life of a railroad man:

"Joe" Gmeiner, New York Central conductor, of Corning, was in charge of a passenger train running from Corning to Williamsport recently. At Blackwell's Station a mother and her son boarded the train. When Conductor Gmeiner came to the couple to collect tickets, the women handed him one full-fare and one-half-fare tickets.

To Conductor Gmeiner, the boy appeared of an age which would make it wrong to ride at half-fare rates, and he remarked to the woman:

"You'll have to pay full fare for that boy. Why he's got on long pants!"

The woman bristled and then answered:

"Well, if that's the way you judge, I guess the tickets are all right; because if he has got on long pants, I haven't."

Then a colored woman seated directly back of the above couple who had overheard the conversation, jumped up and said: "Lord bless you, woman, here's where I rides free."—Corning Leader.

HEARD AT MEMPHIS.

First Clerk: "I understand the clerks are to be docked when they lose a day, even on account of sickness."

Second Clerk: "Yes, that's to keep down a possible 'flu' epidemic."

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JUN 3 1920

ILLINOIS CENTRAL MAGAZINE



Vicksburg Miss.

June
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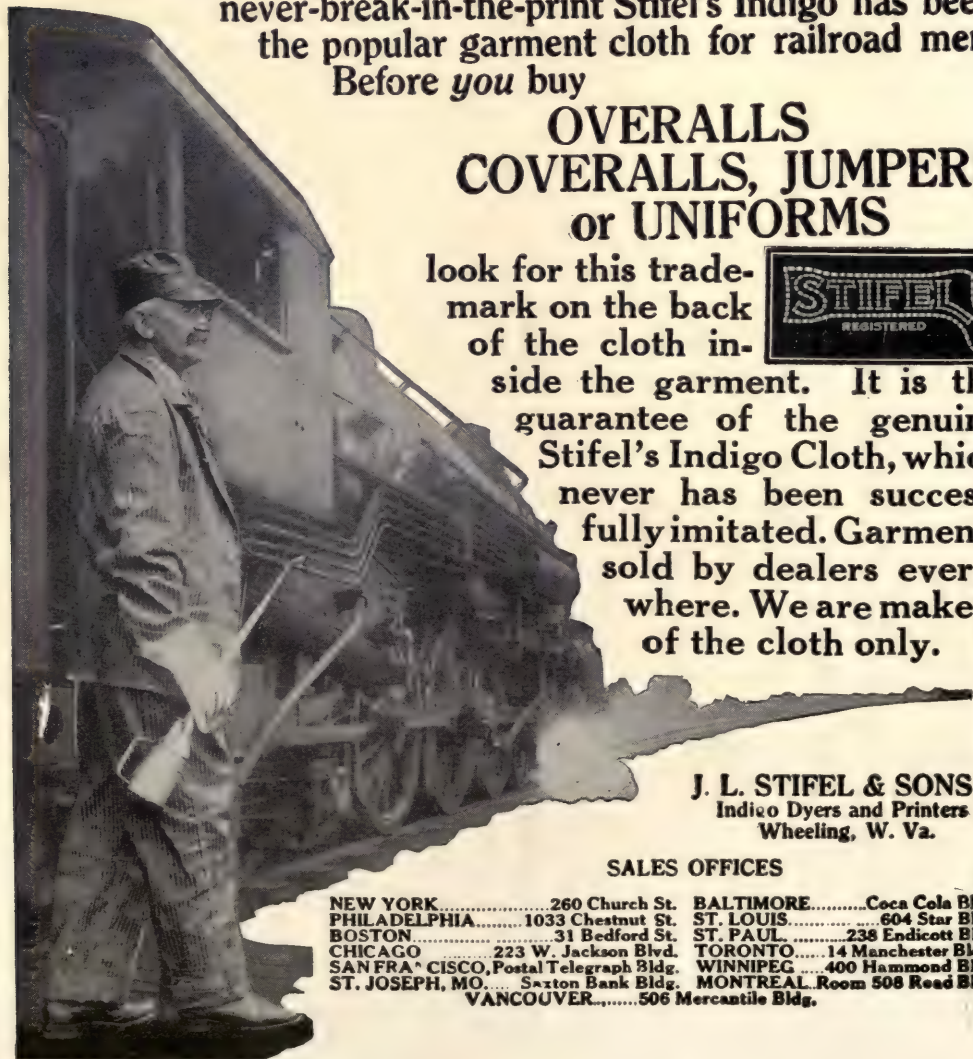


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SAMUEL M. COPP

Assistant General Claim Agent

Samuel M. Copp was born at New Orleans, La., April 2, 1884, and was educated at the University Military College and Tulane College in the city of his birth. He commenced railroad work as a stenographer in the office of the Superintendent of the N. O. & N. E. at New Orleans in January, 1902 and continued with the N. O. & N. E. in various positions until November, 1904, when he accepted a position as Chief Clerk to the General Manager of the N. O. G. N. at Covington, La., and was later employed as Claim Agent of that Company. Entered the service of the Yazoo & Mississippi Valley Railroad at Memphis as Stock Claim Agent, September 1, 1909. Later worked as Claim Agent at Yazoo City and Grenada, Miss. Transferred to Western Lines November, 1911, with headquarters at Freeport. He was also located for a short time at Waterloo and spent two years on the Iowa Division, with office at Fort Dodge. In May, 1915, he was made Chief Clerk to the General Claim Agent at Chicago, and on January 1, 1918, was promoted to the position of District Claim Agent in charge of a group of Claim Agents. On October 1, 1919, he was promoted to the position of Assistant General Claim Agent of Northern and Western Lines, with headquarters at Chicago.

ILLINOIS CENTRAL

Magazine

Vol. 8

June, 1920

No. 12

The

RAILROAD PROBLEM

By CHARLES H. MARKHAM

PRESIDENT OF THE ILLINOIS CENTRAL RAILROAD COMPANY

AN ADDRESS

DELIVERED BEFORE THE TRANSPORTATION CLUB
OF LOUISVILLE, KY., AT LOUISVILLE,
APRIL 28, 1920

Mr. President and Gentlemen:

I want, first of all, to acknowledge my appreciation of this opportunity to meet and talk with so many of the business men of Louisville. You and men of other places, in like activities, so largely influence public sentiment on economic and social questions that I prize the chance to present, though briefly and imperfectly, some phases of the present railroad problem.

We hear everywhere, the statement that private ownership and operation of railroads is now being subjected to its final test. It is the talk of the street and of the press that the next few years will determine whether these great transportation agencies will remain under private ownership, or whether they will be taken over by the Government. The statement may be true; but it is only a partial statement of the truth. If it is the fact that private ownership of the railroads is being given its final trial, it is equally the fact that American institutions, which we have so highly cherished, are also on trial. A socialistic wave, high enough to nationalize the vast industrial life represented by the railroads, will not subside when fed with that result. Indeed, great as is the financial interest of the railroad owners and officers in the success of this branch of private management, failure, at this time, will mean more to you and every other citizen who believe in that principle of individualism which has carried our Government to the foremost position in the world.

We are, therefore, engaged in a common effort; there can be no line of cleavage between the public users of the railroads and their owners and officers. There may have been too much inclination of these classes, in the past, to array themselves in hostile camps; but the time has come for an

appreciation of the mutual duties and responsibilities that rest upon all, and for that cordial co-operation which is essential to the success of every great enterprise. The fact is that if the railroads fail, other lines of industry must go down. If the railroads succeed, it will be because they had your sincere and cordial support in securing and maintaining conditions essential to railroad existence.

It is safe to say that the American public is committed to the view that the transportation systems of the country, as well as the great body of our other industries, shall be in private hands depending for success upon private initiative. There is a feeling, among the saner people, that it is essential to cling to the ideals of the fathers, in so far as they teach us that the prosperity of America depends, not so much upon the functions of government, as upon the individual initiative, industry, enterprise and intelligence of the people themselves, left, as far as possible, unrestrained by the restrictive hand of government. Upon that principle we have prospered. If America is now the leading nation of the world, in the strength of its institutions, business, and views on public questions, it is due to the predominance of the ideal of individualism which has controlled the destinies of this nation from the beginning. We start, then, with the promise, that the vast majority of the American people prefer that the railroads of the country shall remain in private hands. Whether they continue to so believe will depend, in large measure, on whether the shippers view success of the railroads as an unnecessary drain upon, or as on essential aid to, a prosperous business.

HISTORY OF PUBLIC REGULATION.

In stating that the country is committed to a policy of private control, I do not mean without public regulation. We as a nation are committed to the view that railroading is so related to the public interest that reasonable regulation is essential to protect the public against unjust and discriminatory rates and to secure the necessary service. The extent to which that regulation can wisely extend is an ever-recurring question. It may be overdone, as the history of its development in the United States suggests.

Prior to 1870 there was little or no public regulation. During the first century of our national life, we, as a people, were so interested in laying broad foundations, political, social, and economic; we were so concerned in redeeming waste places by the construction of lines of railroad; we were in such need of capital for the development of business enterprises, so wedded to the doctrine of individual effort, so intent upon justifying the theory that democratic ideals and principles should prevail—in short—so busy with our private affairs that there was little or no suggestion that it was necessary to lay the hand of Government upon the agencies of transportation in a restrictive way. On the contrary, there was the belief that our Government was largely a protest against autocratic and bureaucratic methods which had prevailed in the older civilizations; and the need of our rapidly developing country for improved transportation was so urgent that not only did the Government refrain from obstructive regulations, but, in this period, it sought to encourage the building of railroads by donations of land, by grants, of subsidies, and by the concession of special charter privileges. This was the period of perhaps the most venturesome railroad development, due largely to the faith in individual effort when unrestricted.

It was natural, perhaps, that abuses should develop in connection with the exercise of such unlimited power, and so it happened that beginning about

1870 there was a tendency on the part of the people to control, in some measure, the activities of public service corporations.

The early regulation was exclusively by the States, in some of which Railroad Commissions, with broad and, often, illy defined powers, were created; in others the Legislature itself directly regulated the rates and services. Each state considered its own needs, and embarrassing conflicts in regulation resulted. Congress entered the field in 1887 by the enactment of the Interstate Commerce Act—thus bringing in the national aspects of the problem. The original Act, which continued with little change until 1906, was a conservative measure, under which the chief function of the Commission was to investigate and report, whereby publicity was given to railroad operation and affairs. The Commission could not prescribe maximum rates and was without effective machinery to enforce its orders. In consequence, its hands necessarily rested lightly on the railroads of the country.

The period from 1870 to 1906 may be characterized as one of scattered and conflicting State regulation, influenced but little by the original Interstate Commerce Act. The field of regulation, whether by Congress or the States, reached many angles of the railroad business, but the restrictions were not of a character to seriously weaken the spirit, enthusiasm, or initiative of private management, or destroy the confidence of capital in the safety of railroad investments. And it is well to remember that it was in the years prior to 1906 that the greatest railroad development occurred; that capital sought investment in railroad securities; that railroads were extended into undeveloped territories far beyond the limit of present adequate returns; and that this occurred while there was regulation but of the milder kind.

Yet there were unwise profiteers in that period even as today. Rebates and gross discrimination—harmful both to the railroads and the public—were common, and, because of these evils, the public demanded more stringent regulations. In 1906 there came the Hepburn Bill, by which the Interstate Commerce Commission became a powerful agency, vested with authority to prescribe maximum rates, to enforce its orders under heavy penalties, to require strict observance of the carriers' published tariffs, and endowed with many other powers with which you are familiar. These powers were further increased in 1910, when the Commission was empowered, among other things, to suspend rates pending investigation and the burden was put upon the carriers to justify rates made.

But neither the Hepburn Bill nor the amendments of 1910 in any way restricted the powers of the States over intrastate commerce, and so it followed that the State Commissions, jealous of their authority, not only imitated the Interstate Commerce Commission's restrictive orders, but frequently strove to outdo that body in the regulation of a business, the success of which is so essential to all our business life.

The period 1906 to 1920 was one of increased regulation, both State and National, with increasing and more serious conflict between the different jurisdictions. Nor was the regulation accompanied by any attempt to protect the railroads. What was the result? Every business man knows that in that period the railroads of the country early began to lag; that new railroad construction dwindled to insignificance; that in some way or on some account capital lost a large part of its confidence; and that the old enthusiasm of the railroads' management waned. If any lesson is to be drawn from that period, it is that while there should be regulation curbing the evils which come from unrestricted railroad operation, yet that the railroad business, like any other, can be strangled to death—suffocated—by too much treatment.

TRANSPORTATION ACT OF 1920.

Now we come to the Transportation Act of 1920, which marks the beginning of a new period. It has more intensive regulation than any law previously enacted, but, for substantially the first time since 1870, it shows a trend to the belief of the earlier period that railroads need protection as well as regulation; it vests the Interstate Commerce Commission with vast powers; but imposes duties upon that body which, fairly, intelligently interpreted, will do much to upbuild and maintain the great railroad industry. While all former regulatory laws passed by either State or National Legislatures were critical, restrictive and restraining in their nature—designed to prevent the railroads from the exercise of some authority usually allowed to individuals in their private enterprises—the new Transportation Act has much calculated to encourage and strengthen the railroads. Heretofore the generally accepted theory of a business affected with the public interest has been that the public should have the benefit without sharing any of the responsibilities or burdens. In effect, the owners of the railroads have been told:

You must furnish all the moneys, take all the risks, be subject to all the demands of the public—however unjust and absurd—be without any guaranty or assurance of a fair return upon your property, except such as the courts may give in specific instances, while the public shall enjoy low-Government-made rates over which you will have little control—the public assuming no responsibilities for the support and maintenance of the property.

But in three important respects the Transportation Act of 1920 recognizes the obligation resting upon the public to see that those transportation agencies are permitted to operate under conditions which will tend to assure fair service and a fair return.

First among these stand the provisions which undertake to insure to the railroads, by legislative fiat, a certain return upon the property devoted to the public service. While the standard established is perhaps less than heretofore recognized by the courts, this law, in terms, requires its recognition by the Commission and should go far to end the hesitating practices and policies which have too much prevailed where discretion was allowed.

The second of these protective provisions is that which places upon the Commission the responsibility of initiating a rate basis sufficient to yield what Congress conceives to be needed revenue. Heretofore the Commission's only responsibility was to decide whether rates, initiated by the carriers, were excessive—the decisions of which was approached in a critical spirit—without the duty of seeing to it that the rates were sufficient to provide the railroads with reasonable returns. Under that policy it was conceived to be the function of the Commission to exercise the veto power upon the carriers' actions; while now its duty is to examine the entire situation and initiate a body of rates which, while not unduly oppressing the public, will, at the same time, conserve railroad revenues and insure a fair return. The statute, wisely, recognizes the fact that since the public insists upon a large measure of regulation, it shall assume the responsibility of establishing rates which will not unduly oppress those who have invested their money in railroad properties.

The third of these protective features is the machinery provided for the adjustment of labor disputes. Those provisions will benefit both the owners and employees of the roads. They provide an impartial court where both sides can be heard, and a decision made, which should satisfy all who seek a fair settlement of an honest controversy. The great majority of railroad

workers are not only loyal to their respective companies, but patriotic and law-abiding, and, in the end, they will welcome the provisions of this law, whereby the fairness of the stand taken may be publicly determined. These provisions will tend to expose radicalism, and protect the honest, fairminded worker.

I have said that the Transportation Act centralizes in the Interstate Commerce Commission many powers previously exercised by State Commissions. We have reached that stage in the history of public regulation when greater uniformity is required. It is so not only with the railroads, but with general business as well. Most important business houses reach out beyond State lines, so that regulations of the local authorities, which, in the earlier days, were wise and helpful, have now become impediments to the best interests of trade. Congress, therefore, wisely, so framed the Transportation Act as to vest in the Interstate Commerce Commission the final word on many questions heretofore decided by the States.

To illustrate; the present law recognizes the issuance of securities and vests control thereof in the Interstate Commerce Commission. Heretofore the States undertook the regulation of the issuance of stocks and bonds of an interstate railroad, so that it was necessary for a single railroad, contemplating such issue, to obtain the consent of many States, with resulting delays and the expenditure of exorbitant fees. The railroads welcome, and the public should be satisfied with, the final approval of a single, independent and competent tribunal.

Again, the law provides that new railroads cannot be constructed, or an extension of an existing line undertaken, or any part abandoned, without securing from the Interstate Commerce Commission a Certificate of Public Convenience and Necessity—powers previously exercised by State bodies. It requires no argument to show that a single state should not be permitted to control so important a matter as the extension or abandonment of an interstate railroad.

The law empowers the Interstate Commerce Commission to require a railroad to equip itself with new facilities—a transfer of power previously asserted by state tribunals.

Other illustrations of this centralizing tendency may be cited—the power to fix minimum as well as maximum rates—the power to regulate consolidations—the power to permit pooling—the power to prevent State authorities from establishing rates that will unduly burden or discriminate against interstate commerce, and other similar powers, which, if granted at all, should be to a single, independent, competent tribunal, so that at least uniformity in regulation may prevail.

RAILROADS FAVOR SANE REGULATION

No experienced railroad man will deny the necessity for intelligent regulation; and since there must be regulation, the power therefor should be vested in a single strong commission whose jurisdiction will include the entire line of railroad. It is not only better because of the frequent changes in the personnel the State Commissions, and the lesser opportunities thereby given them to study the problems, but more especially because not only here, as elsewhere, do too many cooks spoil the broth, but because of the necessity for uniformity in the regulation.

There is indeed much that will prove helpful in the Transportation Act, if properly administered; yet there are other parts which, in my belief, should have been omitted. I refer more particularly to those provisions which do

not allow a railroad to retain all its earnings under fair and nondiscriminatory rates, and which empower the Commission to require one railroad to allow another the use of its equipment and terminal facilities. If a railroad company, handling traffic for rates deemed just to the shipper, enlarges its facilities, or by competent management and energy so builds up its business that, without any increase of rates, a surplus is obtained, part of it, under the law, may be appropriated to other uses. If a company, having regard to the interest of the shippers along its line adds to its equipment and power, that equipment, at the will of the Commission, may be appropriated to the use of other companies which have perhaps, less foresight or disposition to so provide for their respective lines. If a company, looking to the future, increases its terminals, they may be appropriated by the Commission to the use of others possessed of less foresight, or perhaps willfully disposed to appropriate the advantages of others.

It may be that such provisions will tend to the advantage of the poorly served communities of the country, but they tend more to destroy, in the competently managed and provident companies, that effort and competency, which, after all, are the most essential things in railroad management. There is in the railroad business, as in every other, an inducement to effort, to accommodate, to give increased facilities, to provide new and adequate service, when that effort will result in greater reward. It is impossible for me to believe that the public is ever so well served, when the giver of the service is not to have the fruits thereof; nor can I believe the principle wise which tends to protect the inefficient, at the cost of the efficient; on the contrary, the old adage, "Toil or ye perish," should apply to the railroad business as to every other and, when applied to all, will more surely build up the railroads as a whole and give broader and better transportation facilities than can any system that takes from the well and efficiently managed and gives to the incompetent.

SUCCESS OR FAILURE DEPENDS UPON INTERSTATE COMMERCE COMMISSION.

But, after all, success or failure under the new Transportation Act is largely dependent upon its administration by the Interstate Commerce Commission. While the law contains much for encouragement, and, if administered in the spirit of its enactment, will place the railroads of the country upon a permanently sound foundation; yet success or failure depends upon the Commission to which are given vast administrative powers. The eleven men who will compose the Commission are vested with power in the industrial field greater than that exercised by any other body of men in the world. Men of narrow views, of limited experience, controlled by a temperamental inclination to prejudgment, who have not grasped the full significance of the railroad problem, or do not appreciate the necessity for stimulating and building up railroad credit, who cannot, in a measure, forget the past, and look to the future, have no place upon that great tribunal.

But however competent and fairly disposed the Commission may be, it is only human nature to feel the influence of public sentiment, in the making of which the business men will have chief part; and so it depends upon you whether the Commission adopt toward the railroad problem a broad, wise, and efficient policy that will upbuild, or a critical, narrow, and starving course which will destroy. If the private management of railroads, and the fundamental principles therein represented, are to continue, you must join in the effort to frame a policy—a sentiment—of success.

THE RATE PROBLEM.

....

The rate problem is one of those requiring immediate consideration. During the period preceding the return of the railroads, it was urged that their return meant the imposition of a heavy burden on the public by increased rates. It is true that rates must be increased. Indeed, private operation of the railroads must fail unless there is a generous concession of adequate rates for the services given. Congress, in the new law, recognized the fact, and fixed a standard of return; but that law must be interpreted and given effect, and, whether of benefit or not, will depend upon the manner of its execution. If the Commission applies the law grudgingly to the railroads, pausing to consider whether this or that halfway measure will suffice, disaster must follow.

And why should there be hesitation? Statistics show that the wages of railroad employees have increased since 1915 on the average of more than 100%—a conservative estimate. Other items of expense have kept pace. Coal, ties, rail, cars, locomotives, and all supplies now cost not only much more, but in many cases three or four times as much as five or six years ago. The economic laws, which apply to the management of the railroad business, are no different from those which govern the successful operation of other lines of endeavor. Five and five make ten; equals added to unequals produce unequals, in the railroad business, just as in every other; and when the expenses far outstrip the revenues, the latter must be increased if bankruptcy is to be avoided.

And, broadly speaking, in this period of high wages and prices, can it be reasonably expected that in this, the most important business of all, any other principle shall apply, or any different course be followed, than that practiced in every other successful business in the United States? It should be recognized as a necessary detail of the period—just as, following the Civil War, when high prices prevailed, passenger and freight rates were in like proportion. It is a detail so in accord with sound business methods that argument should not be required for its endorsement by men of business who want to avoid the socialistic tendencies of the day—tendencies whose greatest, most far reaching victory, in this country, would be the nationalization of the railroads.

The railroad companies have before them a tremendous task, and perhaps the future of not only their own but of all private industry is dependent upon the result. They must make up the lost ground; they must better their terminals; add to their equipment; give improved service; while, at the same time, an ever-increasing traffic must be accommodated. Whether this great work will be successfully done depends, in no small degree, upon the cheerfulness with which the shipping public meet the not unreasonable demand for increased charges for transportation.

WHAT FAILURE WOULD MEAN.

The effect of railroad failure should not be underestimated. This is an age of radical agitation. It strikes hardest and first at the lines of private business having public duties to perform. In the beginning, it proceeds by varying degrees of regulation, but in the end it takes the property for the use of the public—and the right to the benefit of individual effort grows less and less. Until two years ago the railroad business was privately managed, and so successfully that better service at lower rates was given than in any other country on the globe. When the Government took over the railroads, it is

safe to say that the great majority of railroad employees were averse to Government ownership. As a result of two years of Government control, the leaders of organized labor not only opposed the return of the roads to their owners, but made demands, not only for their retention by the Government, but under conditions which would make the employees the virtual managers and beneficiaries. When you stop to think of it, it is traveling a long way in a short time. At the increased speed which, with any success, all such movements require, how long would it take, following Government ownership of the railroads, to nationalize the coal mines, the milling interests, the distribution of food, and, finally, the resumption of the titles to the land? Unless you favor these things ultimately, and look forward to the day of the soviet government, you will oppose, not only every suggestion of Government operation of railroads, but every degree of regulation that does not encourage the full development of the essence of private management.

I have referred to the duties of the Interstate Commerce Commission and to the responsibility of the public in the solution of the railroad problem; but I would not be candid, if I, in any degree, minimized the heavy duty resting upon the officers and managers of these railroads. They owe to the public an obligation to administer their properties with an eye single to the public service. They face a new era in railroad regulation and development. There can be no standing still. The railroads must be equipped to handle a traffic many times as great as that now handled. Terminals must be enlarged, equipment doubled and trebled, greater results obtained from the tools at hand. Railroad managements must become increasingly competent. There must be more cars handled through the terminals—greater average movement of cars—prompter loading and unloading. The watchword of the railroad managers must be "Efficiency", and to acquire that "Efficiency" there must be not only thorough, expert study of the railroad situation, but a sympathetic understanding of the public needs and a willingness to co-operate with the shippers in their solution. The railroad man, who will not consecrate himself to the accomplishment of those duties, cannot last.

Yet in this transitional period too much must not be expected. As you know, constructive work proceeds more slowly than destructive work. To use a homely and familiar expression, it will take longer to unscramble than it took to scramble these properties. The railroads cannot enlarge their equipment in the twinkling of an eye; they cannot rid themselves of practices found unscientific by the mere issuance of a word of command; and there are the added, peculiar difficulties resulting from the present disturbed economic conditions of the world. It will take time; and so I bespeak for these, who are engaged in an honest effort to do constructive work in the railroad field, your patient tolerance of many things which should be corrected, and your hopeful trust in our determination to improve conditions. There will be errors of judgment, but, in the end, under the influence of enlightened public opinion, the law will be fairly administered and the rights of private business prevail.

But, after all is said and done, the result will depend upon the good sense, patience and patriotism of the American people. Private management may be on trial. If the system fails, it will be because the American people have deliberately determined to cast away from the traditional moorings of the past—to embark on the uncharted sea of a socialized system—to abandon the principles of our fathers—to bid farewell to the old faith in the development of the individual.

Public Opinion

TAKES NATION-WIDE VOTE ON SOME VITAL RAILROAD QUESTIONS

Results of Canvass by 500 Hardware Salesmen Among People of All Classes

At the March 31 meeting of the Railway Business Association, G. W. Simmons, vice-president of the Simmons Hardware Company, gave the results of a canvass conducted by 500 of the company's salesmen to ascertain the attitude of the country with reference to a number of railroad problems. Following are the more important results of this investigation as given by Mr. Simmons:

Question: Are people willing that the railroads should have a "square deal" by which their revenues may be increased in proportion to their advanced expenses?

Question: Do the people desire first of all efficient transportation service?

Question: Are they willing to pay what this service is fairly worth as determined by the Interstate Commerce Commission?

Question: Are they willing to have freight rates advanced in order that the railroads may be able to render efficient service?

"Yes" greatly predominates. The people are willing to grant a square deal, but there is some difference of opinion as to what a square deal really is. Many people feel that railroad rates are now sufficiently high to produce the required revenue if railroad operation is made as efficient as it was before 1914. These expressions are representative of general insistence on the part of the public that the railroads shall produce through economies at least a part of the increased income to meet the necessary requirements. The people generally will accept the decision of the Interstate Commerce Commission as to what adequate service is fairly worth.

Emphasis on Service

Great emphasis is laid on the question of service, in many instances to the extent of "service at any price—but give us service."

In several sections merchants and business men favor rate advances, but have not yet taken steps to convert the general public to this idea:

Question: Do the people generally realize that the railroads need immense amounts of money to put them in physical condition to render good transportation service?

About two-thirds of the replies are in the affirmative and one-third in the negative. A

few replies indicate that it will be necessary for the railroads to keep the public constantly and fully informed as to the broken-down condition—whether inherited from pre-war or war conditions—which it is their superhuman task to remedy. Here again a number of answers, particularly from the Middle West, indicate that the merchants and other business men realize the facts, but have not as yet converted the man in the street and the farmer.

Cultivate Investment Habit

Question: Realizing the railroad capital has not increased in recent years, and numbers of cars and locomotives and all other equipment are far below the amount required to render efficient service to the public, are people in your section willing to buy railroad securities—bonds or stocks—to help the railroads thus secure funds for equipment and other capital expenditures?

The majority of replies indicate that to increase the number of people investing in railroad securities will involve comprehensive work on the part of railway managers and financiers. It will be for them to convince many citizens that changes in railroad methods and managements on the one hand and improvement in governmental regulation on the other are actual and of such character that the people are warranted in looking with greater confidence to railroad issues.

"The public must be willing to pay for the class of transportation that the public demands, and if the public is not willing to pay for the kind of transportation that it wants, it will have to be content with the kind it is willing to pay for," declared Edgar E. Clark, chairman of the Interstate Commerce Commission in an address before the American Short Line Railroad Association, April 14.

Ten years ago the railroads had the ill will of the government and the people; they now have good will. That is an asset which they will value the more highly because it is newly acquired.—Portland (Ore.) *Oregonian*.

Transportation is just as important to the farm hand and timber cutter in the interior of any southern State as it is to the owner of mines, mills or to the owner of railroad securities.—Memphis (Tenn.) *Commercial Appeal*.

The job of railroad manager is bound to be anything but a path of roses for a time, with carping critics waiting on every side to

ask why they do not straighten out in a day what has been years in tangling up.—Warwick (N. Y.) *Advertiser*.

Two competent and experienced railroad managers would be a welcome addition to the Interstate Commerce Commission, although it must be acknowledged that the statutory salary of the post offers little attraction to the strongest men of that type and quality.—Philadelphia (Pa.) *Bulletin*.

Railroad presidents who take back their properties only to worry and fret over the condition of roadbed and rolling stock overlook the fact that the liability is compensated for by a new asset. That is the far greater understanding on the part of the public in general as to the railroads' problems.—Baltimore (Md.) *News*.

If the law works, as most of our experts in business and finance believe that it will, a convincing answer to the radicals will be given; it will be demonstrated that private enterprise can give its benefits to free people freely while the people's government acts simply to safeguard against transgression of public rights.—Rochester (N. Y.) *Post-Express*.

Continued government operation would almost inevitably result in the gradual weeding out of "skilled personnel," replacing it with a personnel chosen for political reasons rather than sifted out in the school of competition. It is fortunate for the country that the railroads were returned to private control before this process had gone far.—Gloversville (N. Y.) *Herald*.

One significant development of the hearings before the Interstate Commerce Commission was the apparent new attitude of the organized shippers. With some exceptions they were represented as more interested in obtaining service and in facilities than in rate paring. There was an absence of the old animosities of the other big rate cases before the commission.—Washington Correspondence New York *Sun*.

Commissioner McChord remarked during the recent hearing before the I. C. C. that the new law made a revolutionary change in the powers and duties of the Commission. "I recognize that we have a mandate from Congress that the railway properties must be maintained and the carriers financed," he said. "Heretofore we have looked only at the question of a fairness of rates."

Appreciation in Valuation:—In its report to the convention the American Electric Rail-

way Association's Committee on Valuation, after declaring that an investor in a public utility is entitled to a fair return upon his investment until it has been returned to him, made this further claim: "And in addition the investor in the company is entitled to a reasonable return upon his actual original investment, *plus the appreciation of the property* including its value as a 'going concern' as a compensation for the 'initial risk' or 'hazard and his skill in successfully operating the property."

It is unimaginable that members of the I. C. Commission have not profited by experience, that they have not learned the lesson taught by the sad condition to which the railroads at the time they were taken over by the United States Government had been reduced as a result of misguided management, or that they are insensible to the great change which has occurred in the spirit with which the railroads are regarded, both by Congress and the public. There is no longer any evidence of the violent prejudice against them which at one time so generally prevailed.—Philadelphia (Pa.) *Inquirer*.

The United States Government has been held responsible whenever the 7:43 train was late, whenever the Pullman porter was slow about making up lower 9 and whenever the soup served in the dining car was cold. Evidently this responsibility is to continue, and years hence when a careless train dispatcher allows No. 246 to telescope the rear coaches of No. 49 the general superintendent will explain to the reporters that the accident was due to the defective equipment bequeathed to the widows and orphans owning the underlying bonds by the government when it gave the railroads back to their owners.—Eugene (Ore.) *Guard*.

Avid as people were for a new deal as pertaining to the railroads, they will be just as eager to see private management ousted if now the private managers fail. The onus of responsibility resting upon the railroad managements—not the operating officials but those "higher up"—is tremendously greater than ever before. The public will watch developments with a keenness never before equalled. And underneath as a ceaseless goad will be a sentiment for public ownership which, if the private management again fails, may not be gainsaid. Private railroad management must now make good or else forever relinquish the trust.—Auburn (N. Y.) *Advertiser*.

The Commerce Commission in the past has rendered much good service, as everybody recognizes; but in the light of recent history it is seen to have interpreted its functions too narrowly, and practised too repressive a pol-

icy. That was natural enough, perhaps. Created at a time when railroad abuses were notorious, the Commission sought to curb the powers that had so often been abused, opposing every attempt at what seemed undue expansion or consolidation, holding rates down as low as possible and concentrating on the prevention of rate discrimination. This policy, however, with all its temporary benefits to the public, was negative and even destructive in its ultimate results. Long continued repression on the part of the Commission, together with that of the State commission, repressive legislation by Congress and the State legislatures finally rendered the railroads honest in their practices, but nearly destroyed them in that virtuous process. It is time now for positive, constructive, creative effort.—Wapakoneta (Ohio) News.

Where the Money Goes:—An interesting computation has been made by the *Railway Age* showing how the earnings of the railroads by days of the month are disposed of. On the basis of 1919 earnings, it says:

"The earnings of 17½ days of each month were paid to labor in wages.

"The earnings of 3 days were paid for fuel.

"The earnings of 5 days were paid out for materials and supplies.

"The earnings of 1½ days were paid out for taxes and equipment and facility rents.

"This consumed the earnings of 27 days of each month.

"The earnings of the remaining 3 days went to net operating income and were used by the government to pay the guaranteed standard return to the companies. The net operating income was insufficient for this purpose and in consequence there was incurred a deficit which had to be paid from taxes."

EXPLAINS POSITION OF RAILROADS IN STATING NEEDS

Not Seeking All They Can Extract From Public, But to Give Adequate Service

"We appear before you not primarily as railway officials, trying to extract all we can from the American public for the benefit of railway security owners, but rather as quasi-public servants charged with the very great responsibility of so operating and developing the railways that they may render adequate service and the country may continue to grow."

Howard Elliott, chairman of the Northern Pacific Railway Company, who made one of the opening addresses to the Interstate Commerce Commission, began his remarks with the above statement. Continuing, Mr. Elliott said in part:

"The people of the United States have de-

cided, through their representatives in Congress, that they desire private ownership and governmental regulation of the railways; also governmental protection and encouragement. Such being the case, the railway business must obtain earnings enough and have sufficient credit to sustain it in competition with other forms of industry, into which people put their time, brains, energy and money.

Investors' Confidence Needed

"To restore the credit of the railways a number of things are necessary, but especially the confidence of the every-day investor must be obtained. The passage of the new bill has already encouraged him, but he needs greater encouragement through the co-operative work of the Interstate Commerce Commission, State commissions, railroad owners, railroad officers and railroad employees.

"Unless all of us will look at the matter in a broad, farseeing way, remembering that the United States is a relatively undeveloped country, needing transportation in almost unlimited quantities, and in improving quality, the growth of the country will be checked.

"At present, there is congestion at many points. Lumber and grain movements from the northwest are choked back because of insufficiency of available equipment, and the same is true of fruit shipments from the southwest, corn movements from the Middle West, and coal and coke, ore, vegetables, manufactured articles and merchandise in other sections. There is a continually increasing demand on the part of the traveling public for more passenger equipment, more frequent train service, and better accommodations.

Equipment Requirements

"All this calls for more and better equipment and motive power. The immediate equipment needs of the railways, and the cost of meeting those demands, have been estimated by a Committee of the Railway Executives as follows:

100,000 freight cars*	\$370,000,000
2,000 engines	130,000,000
3,000 passenger cars	90,000,000
1,000 baggage cars	20,000,000
	\$610,000,000

*Including 20,000 refrigerator cars.

"In considering the matter of credit, two considerations must be borne in mind; first, the general state of the money market, and second, the standing of railway securities already outstanding.

"As to the money market, it is common knowledge that conditions are difficult the whole world over, and will doubtless continue so for some time, as a result of the world-wide economic and financial disturbance brought about by the war. It is hard

to get large amounts of money for new capital purposes, the price is high, and will apparently continue high for a long time.

"Promptness now in reaching conclusions will help very much; prompt appointment of new commissioners, so that you can go ahead under full steam; prompt appointment of the Railroad Labor Board; prompt action by both bodies as to rates to be charged the public and rates to be paid to the employees.

"The next important step will be decisions by these two bodies that will show the investor that the theory of the new law to protect and encourage the railroad business, is being put into actual practise.

Service What the Country Wants

"It seems to us that the imperative need today is for the Commission to decide at once what the carriers need, and then to permit rates so as to meet that need. In some ways the Eastern railways are the most important group of all, and their failure to develop adequately, in comparison with the traffic growth of the country, will choke the balance of the railway lines.

"Service is what the country wants and is willing to pay for. In view of all these considerations, the Eastern railways have come to the conclusion that an addition of at least \$500,000,000 to their net operating income, over and above that earned in 1919, is needed to put them on a basis to furnish service and develop their facilities. This is approximately the sum by which their net operating income in 1919 fell short of a return of 6 per cent on their property investment.

Large Country—Large Railroads Needed

"The amount of \$500,000,000 seems large, and it is. But we must recall that the United States is a large country, that our national wealth is very great, and that the American people have shown an astonishing ability to absorb large items of cost without difficulty.

Our national wealth is estimated by the Department of Commerce at \$258,000,000,000 in 1919 and about \$270,000,000,000 in 1920. Statisticians who have given the matter careful study feel that this estimate is too low, in view of the great increase in general values during the past four years, and that an estimate of \$300,000,000,000 is by no means too high. This wealth is increasing at an annual rate of from ten to fifteen billions, or more than half the value of the railways.

"Our consumption of sugar in 1919 was priced at about \$800,000,000. During the past few months the increase in sugar prices has added at least \$500,000,000 to the sugar bill of the American people, yet it has been absorbed almost without a protest. Mr. Alfred Reeves, general manager of the National Automobile Chamber of Commerce, estimates that the out-

put of the automobile industry in 1919 was 1,891,929 motor vehicles, with a wholesale value of \$1,807,594,580. The output for 1920 is estimated at not less than 2,000,000 vehicles, at an average retail value of \$1,200, or an automobile bill for the American people this year of \$2,400,000,000.

"I instance these items of national wealth and national consumption merely to indicate the prodigious absorptive and purchasing power of the people of the United States, and also to emphasize the point that our power both to produce and to consume is very great. *We should not be afraid to take hold boldly of the transportation needs and permit revenues sufficient to make the railroads successful as 'going concerns.'*"

THE NEW RELATION OF THE PUBLIC TO THE RAILROADS

By Charles A. Prouty, Director of Valuation, Interstate Commerce Commission

(From an address before the Chicago Association of Commerce, at Chicago, April 7, 1920. Reprinted by the Association of Railway Executives, 61 Broadway, New York.)

"In the past the principal function of the Commission has been to protect the public against the carrier * * *

"The present law gives the Commission power to protect the carriers themselves * * *

I

New Status of the Railroads

It has come to be universally admitted that the business of transportation by rail is of such underlying importance that the Government itself must either provide this transportation, or see that it is provided by private capital under proper governmental supervision.

In this country, in response to an overwhelming public sentiment, the railroads were returned to private operation on March 1. I believe that conditions today are much more favorable to private operation than they have been in the last quarter of a century.

Let me indicate some of the particulars in which today differs from the pre-war period.

1. The Interstate Commerce Commission is, for the first time, invested with the authority, and expressly directed by the statute, to protect and assist the carrier.

In the past the principal function of the Commission has been to protect the public against the carrier, and such a protection, looking at the matter from the historic standpoint, was necessarily the case.

The present law—which is the first piece of really constructive legislation since the Interstate Commerce Act itself—makes it the duty of the Commission to see that a fair value is placed upon the property which is devoted to the public use, and that sufficient rates are established to yield a suitable return upon that property.

It gives the Commission power to protect carriers themselves from unreasonable competition with one another, to open up terminals, to distribute equipment, and, in short, to see to it that the whole transportation machine is conducted in the best interest of the public, but always with an eye to the fair interest of the owner.

2. The Government has for the first time extended substantial financial assistance to our carriers while under private control.

This has been done not only by way of the guaranty covering the first six months while carriers are readjusting their rates and operating conditions, which is only a measure of simple justice, but, in addition, by the appropriation of \$300,000,000 to be extended under the direction of the Commission in providing adequate transportation facilities.

This sum, of course, represents but a very small part of the total expenditure which will be necessary to provide such facilities, but it will enable the weaker roads which cannot at this time finance themselves, to furnish their portion of such additions.

3. For the last quarter of a century our railroads have been operated under a continuous increase in the cost of operation, particularly in the cost of labor. For the next dozen years at least, the exact reverse is likely to be true.

I do not apprehend any considerable decline, either in wages or in the price of materials for the next year, but it does seem altogether probable that present costs are abnormal and that the future will see a gradual decline. This from the financial standpoint is a factor of extreme importance.

4. The attitude of the public toward our railroads has entirely changed.

It has come to be understood that the railroad is a public servant absolutely dependent upon the will of the public for its existence. It has finally come to be appreciated that this servant cannot render a proper service unless it is properly housed, and fed, and clothed. The public as a whole is prepared to submit to whatever may be necessary to secure to this servant fair treatment.

These are the four conditions which occur to me as being the principal respects in which the future is likely to be more favorable to private operation than the past, and of these four infinitely the most

important is the last. It is this change of heart upon the part of the public which has produced the change in the Act to Regulate Commerce and which has appropriated money from the public treasury in aid of our carriers.

Public opinion will dominate future legislation and will produce a most active impression upon the administration of this day by the Interstate Commerce Commission.

The success of private ownership depends upon the attitude of the public and it behooves, not only every great body like the Chicago Association of Commerce, but every individual member of that body, to inquire what it, as an organization, and what he, as an individual, can do to help on to success the efforts of our railroads.

II.

Duties of the Public to the Carriers

In what way can the public contribute to make private operation a success? What is the duty of the public to the carrier at this time when we are entering upon a final test of private operation?

You who are the members of this association can approach the discharge of that duty from two standpoints:

1. You can act as an organization. You should first of all get into touch with the situation from the viewpoint of the carrier as well as your own. You can employ expert assistants who will up to a certain point advise you, but beyond that, the members of the association must stand responsible themselves.

2. Even more important than the action of your association as a body is the attitude and the conduct of the individual member. You gentlemen are interested in particular rates and in particular service. Now apply to your demands for that rate and for that service the same rule of fairness and of equity which you as an association enjoin upon others.

Ask nothing, take nothing other than you would approve in the case of your competitors.

Having in mind now the fact that you gentlemen are to act through your association in part, and in part as individuals, what are the things for which you ought at this time to strive as good citizens in the public interest?

Adequate Rates Essential

1. Your first and most important duty is to see that these carriers are allowed adequate rates.

The railroad industry is the greatest of all private industries, except agriculture, and yet, the private capital which is invested in it has no final control of where

or how the railroad shall be built, nor of the way it shall be equipped or operated, nor can it determine a single charge which it shall make for the performance of its service.

The first requisite to the economical performance of a railroad is an adequate plant.

Without proper facilities, a suitable road, adequate equipment, the service which you require cannot be economically performed. Today, it seems to be admitted on all sides that very large sums must be expended at once in producing this plant. Now, I do not for one moment suggest that the rates to be allowed should be sufficient to provide for these additions.

I have long believed that to keep these properties good in fact, the carrier should be allowed to earn and put into its property some comparatively small amount each year which should not be capitalized and should not be made the basis for increased earnings, but for the most part these additions and betterments must be provided out of money to be borrowed. The rate of interest at which these funds can be provided becomes a charge upon the property and, therefore, finally a charge upon the public.

Unless, therefore, carriers can obtain this money, finally, at a figure approximating that which the Government would pay, the public will not permanently consent to bear this additional expense.

The rate of interest at which money can be borrowed depends upon the confidence of the investing public. Just in proportion as the lender is certain that his loan will be repaid, will he accept a low rate.

Today, railroad securities are not in favor and they will not be until the investing public is again convinced that a railroad promise to pay is absolutely good.

This never can come to pass so long as our railroads are merely earning for the present six per cent upon their value. There must be some assurance for the future. The attitude of the Government must be clearly defined.

There must be above all some surplus fund upon which carriers may rely in a period of adversity.

Now, the intention of this bill was to provide exactly that safeguard. Nothing could improve railroad credit like a liberal attitude upon the part of the commission which would enable carriers to accumulate something substantial for the first year or two in addition to their bare necessities.

I believe, therefore, that if you desire to make private operation a success, your first thought should be to secure to carriers rates which are too high rather than too low.

Congress has fixed the limit and that requirement must be observed, but in the administration of this law there is a wide range of judgment, a broad twilight zone, and my feeling is that the commission should be encouraged by shippers to incline within this sphere of doubt toward a liberal allowance.

Personally, I have no doubt that this will result in the application of higher rates under private than would have been necessary under Government ownership; but the question is not of the immediate present. We are inquiring whether in the long run private operation, or Government operation, is the better.

Most of us believe that private operation will be found more efficient than public; but this can not be accomplished unless a proper credit can be established and proper facilities provided. You believe that private operation will provide a better service than public, and if so, it may be better in the long run to pay a somewhat higher rate for the service.

Service Demands

2. Do not become impatient; at least do not talk.

Our railroads are resuming private operation under adverse circumstances. For over two years they have been deprived of the use of their property. Their organizations have been disrupted; their traffic has been diverted. New methods are in vogue, many of which are an improvement and will be retained, but a certain amount of friction and of inefficiency always accompanies a new thing. Time will be required for this new transportation machine to wear down its bearings.

The ordinary member of the public knows very little as to the adequacy with which railroads are handling their business. His information and that of the press comes largely from people like yourselves. If you criticize and publish every failure to give satisfaction, the opinion will speedily become current that our carriers have failed and public attention will once more be turned to the Government for adequate service.

You can be of the greatest assistance to carriers in these earlier days if you will overlook and excuse until it becomes apparent that the condition of inefficiency is permanent.

Restoration of Competition

3. Previous to Government control there was in certain sections active competition between railroads. That competition produced a high class of service but resulted in unnecessary waste of transportation effort. Under the Government this wasteful competition was cut out. Now one of the

most essential duties of the shipper is not to demand a restoration of these former facilities, unless in the general interest they ought to be restored.

* * *

Liberal Treatment a Necessity

Much is said about the guarantee which this bill gives to our railroads, but except for the first six months there is no guarantee. The law provides that rates shall be established which will yield to railroad property, as a whole, five and a half per cent upon its rate-making value for the next two years. After that, the percentage is left to the judgment of the commission. The carrier may be permitted to earn an additional one-half of one per cent which must go into the property without being capitalized, or made the basis for an increase in rate-making value.

Will any sane person contend that for the next two years six per cent is too great a return?

This plan does not increase transportation charges. It should in the long run diminish them. It does more fairly distribute the earnings of our carriers. It infuses into the financial condition of those carriers the element of certainty which is the foundation of all credit. It affords a reservoir

into which surplus earnings may be poured in good years and out of which something may be drawn in poor years. It provides in a measure at least for those permanent additions to the property which do not add materially to its earning capacity and should maintain the property as a whole.

* * *

Looking to the more distant future, your duty will be if private operation continues, to see to it that rates are not too high.

If the private owners of this public property cannot render an adequate service for as little compensation as that service can be provided by the public, then the properties will pass to Government operation.

You gentlemen might not favor this even in that event, but a majority of the voters of this country will.

I am addressing what I say to the present exigency. We have just emerged from the most destructive war of the ages. All business and economic conditions have been upset. The owners of those properties renew their operation under the most disadvantageous circumstances.

This being so, private operation cannot be given a fair chance unless the public is prepared to treat its railroads during this critical period with all the liberality which the law allows.



VICKSBURG, MISS.

Vicksburg Miss.

Warren County

Prelude

In the presentation of the subject matter, in the following article, relative to Vicksburg, Mississippi, it has been the intention of the Young Men's Business Club to enumerate some of the more salient phases of life connected with a City which is rich in historic lore and in political, economic, social and commercial development. Pages could be written relative to the system of highways which have been receiving financial and moral backing and which are now reaching to all sections of this county and territory; we could tell of our past glories and present standing and mingle pictures of future opportunities; it might not be amiss to narrate the commingled delights of listening to the mocking bird and sipping the aroma of the magnolia; aristocratic connections and social preferences might seek a fully

developed characterization and those things which please the fancy, impress the memory and sooth the sympathetic chord could be made themes for words, phrases and clauses. However, it is the intention of our organization, in the preparation of this subject matter, to give concrete information. We seek the friendship of those who want opportunity and advantage and we have taken the liberty of enumerating the most potent factors of development that this territory offers and we await the day, when we can, directly or indirectly, serve those who seek social, economic or industrial life, in Vicksburg and Warren County.
(Signed)

YOUNG MEN'S BUSINESS CLUB,
Vicksburg, Mississippi

HISTORIC VICKSBURG

The Spanish Period

Opposite the point where Vicksburg sits enthroned upon her hills, four hundred years ago, the Mississippi swept due northward, as if it would pay the tawny tribute of its waters to the Pole Star, which threw its golden kisses from the sky. Then, as if fleeing from temptation, the river swerved Southeastward and broke against the walnut-crested limestone cliffs, which came to the water's edge, and pursued its way to the Mexican Gulf.

Past these cliffs, on his improvised raft, Hernando De Soto and his fellow conquistadores floated, in the sixteenth century even as Huck Finn did in the nineteenth. His eyes, fired with the fatal fever of which he was to die, were those of the first white man, who had ever looked upon the site of the future city. About a century afterwards his fellow Spaniards built, upon one of the highest of these hills, a fort, which they named Nogales.

It marked the extreme northern outpost of Spanish power. About where it stood now looms one of the observation towers which the Government has erected in the National Military Park. Soaring high in air, overlooking the mighty river for miles, the great sweeping Yazoo Delta, the

picturesque National Cemetery, the Battle Park; and, in the far distance, the city of Vicksburg nestling in its hills, this tower commands one of the most beautiful views in the whole world.

Early History and The Gamblers

In 1776 came the American Revolution, and Mississippi became a part of the state of Georgia. White settlers began pouring in and just south of Fort Nogales the tiny village of Walnut Hills arose. Among the most prominent of the early settlers were the Harrises, the Gibsons, the Glasses and the Vicks.

The Reverend Newitt Vick was the most prescient of them all. Foreseeing the commercial possibilities of the place, he mapped out the future city. He died before his dream was realized; but his son-in-law, Reverend John Lane, carried it out in accordance with the plan of the dead founder. In the year 1825 the city was incorporated under the name of the President and Selectmen of the Town of Vicksburg.

Life there was wild and disorderly, but gay, generous and chivalric. The city soon acquired and has always retained a fame out of proportion to the number of its men and the quantity of its dollars. So great was its fame that it is even men-

A Portion of the Reunion Camp



Dedication of the
Missouri Monument



DURING THE REUNION CELEBRATION OCTOBER, 1917.
VICKSBURG, MISS.

tioned in the spiteful and malicious but true account Dickens gives in his American Notes.

Its citizens were equally ready with dirks and dollars. Duels were frequent. Charity's appeal was met with gold and insolence with lead. The tolerant spirit of the people and their spendthrift ways soon attracted a horde of gamblers and wild, disorderly gangsters. Presuming upon the immunity accorded them, these men soon added murder and robbery to faro and poker. They were warned to leave the city. They resisted and barricaded them-

Jefferson, playing in his mother's company, was in the city. While there, the yellow fever broke out and he vended cigars on the streets for a temporary livelihood, while he waited for an engagement at Port Gibson. Louis Kossuth included Vicksburg in his American itinerary and thrilled the Vicksburgers with his entrancing eloquence; although he was more than matched by Vicksburg's own citizen, S. S. Prentiss. Maurice Strackosch brought to the city Carlotta and Adelina Patti, the latter, then, only nine years old.

They gave a concert and the afterwards



selves in one of their infamous dens and in the assault Dr. Hugh Bodley was killed. The tourist can see, on Farmer Street, a monument commemorative of his patriotism. But, their stronghold was stormed, the ringleaders hanged and the rest made to leave the city. They swore vengeance and up to 1865 ever and anon, mysterious fires would break out at night.

The older people would say "The Gambler's Revenge;" the younger "Accident or Carelessness."

Distinguished Visitors and Citizens

As was said above, the fame of the city was out of all proportion to its size and it attracted many distinguished visitors.

On the eve of the Mexican War Joe

famous diva is described as a spindling, sullen girl with a divine voice but disagreeable manners.

McCullough, Barrett and Ristori, also trod the boards of its theaters. The celebrated Dr. J. G. Holland, founder of the Century and Scribner's magazine, was, for a while, superintendent of its public schools. But, his abolition leanings rendered him obnoxious to his patrons, and he soon went Northward.

Politics and the Mexican War

So keenly intellectual a people were bound to be intensely interested in politics, and they were equally bound to regard party ties lightly, seeking rather the efficient officer than blindly adhering to party

lines. The better element were mostly Whigs; but they were, above all things—Americans. Thus, they adored Henry Clay as an idol, but voted for Polk because of his stand on the Mexican and Oregon boundary questions. Indeed Robert J. Walker, afterwards Lincoln's financial agent to England, was then a Senator from Mississippi, and planned and directed the Polk campaign. He became his Secretary of the Treasury and was the author of the noted "Walker Tariff Bill."

From the outset, Vicksburgers were a-fever for the fight with Mexico and clamored to be enlisted and sent to the front. At last they were called out. Never was such an outpouring of people in a small city. The citizens entrusted them with a most beautiful flag, which was presented to them by Miss Sue Harris, afterwards Mrs. George Marshall, in a speech predicting great future glory.

She was a true prophet; for, at Monterey and at Buena Vista, under Col. Jefferson Davis and Lieutenant-Col. Alexander K. McClung, they won the chief laurels of the battle and became General Taylor's favorite regiment.

Legal Lights

Like all small towns, Vicksburg, in the forties, bragged of its Bar. This was taken as the usual civic pride; but when the leader of the Bar, S. S. Prentiss, went to Louisville, Kentucky, to defend Col. Wilkinson on a murder charge; and afterwards appeared at Washington in a contested election case—those who heard him were fairly enchanted by his oratory and his logic, and united in declaring him to

be easily the most powerful of living orators. Those critics were strangers to him and all of them had heard Clay, Webster, Calhoun and Haynes. Hence, their fine tribute may be taken as true. Yet, other attorneys at Vicksburg held their own with Prentiss. Chief among these were Joseph Holt, Thomas A. Marshall, William A. Lake and Judge Guion.

The Civil War

Among the prominent business men of Vicksburg, just before the war of the States, was Joseph Davis. He invited his brother, then just out of West Point Academy, to come and live with him; and it was thus that Jefferson Davis became a citizen of Warren County and a familiar figure on the streets of Vicksburg.

In the decade from 1850 to 1860 the shadow of impending war loomed ever darker. Although intensely patriotic the citizens of Vicksburg were too intelligent not to foresee the fatal folly of civil war and were, mainly, Union men. Their delegate to the convention to consider secession, Thomas A. Marshall, was anti-secessionist; and so voted. But when once the State had seceded the support of the Southern cause was unanimous. The city, virtually, gave the South its President; and its boys, by the hundreds, were off early to the war and either died in the ranks or remained through the four terrible years, until the flag was furled forever at Appomatox.

The Federal Government soon recognized the strategic importance of Vicksburg and, shortly after the battle of Shiloh, ordered Grant to take the city. Accordingly, in the year 1862, he sent General Sherman



The Battle is Again Set in Order by Monuments, Markers and Tablets as Illustrated Above.
VICKSBURG NATIONAL MILITARY PARK.

to carry out this command. Landing a little north and westward of the city, Sherman marched southeastward. He found, entrenched on the high hills, General Stephen D. Lee, who engaged him in battle at a point which is now King's Station, of the Yazoo and Mississippi Valley Rail Road. Indeed the road runs right through the old battle ground.

Sherman, being defeated, retired and the attempt to reduce the city was given up for that year. A remarkable thing about this battle was, that the Vicksburgers knew of its imminence and nearly the entire population, including women, children, nurses and even babies in the arms, witnessed the battle, from the overlooking hills.

The Siege

The Federal Government renewed its order to take the city of Vicksburg and in 1863, General Grant undertook the campaign in person. He landed in Louisiana, a few miles to the northwest of the city across the River. Here, he called a Council of War. He proposed to cross the Mississippi below Port Gibson, march eastward, defeat General Pemberton and after shutting him up in the city—to invest it on all sides. He would thus cut himself off from his base of supplies and be compelled to live off of the country. General Sherman and the other generals, advised against the plan as too rash, but Grant persisted.

The outcome justified his determination. Defeating Pemberton in the battle of Champion Hill and the skirmish of Big Black, he soon shut him up in the strongly fortified city. Grant first tried to take the city by assault, but finding this to be too costly in loss of life and casualties he settled down to a regular siege, and for six weeks, in every hour of the day except from four until six in the morning, he poured shot and shell in the town. The besieged gladly braved the shells, but as no food could arrive in the city through Grant's lines—they faced death by starvation.

Grant, a superb gentleman as well as a consummate strategist, offered General Pemberton liberal terms; and the city surrendered on the fourth of July, 1863.

So sad were the recollections of that day, that it was more than fifty years after the war was over before the "Fourth of July" national holiday was celebrated with anything like enthusiasm in Vicksburg.

The National Park

The very great importance of the Siege of Vicksburg has been always since recognized by historians and military men alike. So, after the Government had established the National Military Park at Gettysburg, the veterans of the North and South, both,

clamored for the establishment of such a Park at Vicksburg.

Congress was readily induced to do so. Vicksburg has been often singularly favored by fate; but never were the destinies more lavish in their favors than when they brought about the appointment of Captain Wm. T. Rigby, as Superintendent of this National Park. He possesses that rare combination of virtues—business ability, courtesy and artistic taste. He has devoted almost a life-time to the work of making this the most beautiful, accurate and interesting military park in the world. and he has succeeded in doing so.

The Park throws an encircling arm around the city and its two main highways, Union and Confederate Avenues, follow the old battle line.

There can be no more picturesque highways anywhere in the world. Especially beautiful is Union Avenue. Now it climbs upward and upward attaining the summit of some rugged hill, from which the delighted eye may see the varied aspect of level cotton lands, sweeping shimmering river—and towering hillocks, on which gleam the marble and bronze of Battle Memorials which grateful commonwealths have erected to the memories of those who gave their lives for their convictions. Now it winds steeply downward, into shaded ravines; crossing bridges underneath which the brooklets gurggle and kiss the over-leaning ferns in Spring, and the scarlet glory of the wild lobelia and the gold of the solidago, in the Autumn.

Then, upward it climbs again toward the sky and widens as it approaches some great memorial temple, or some towering shaft erected by the various States, whose troops took part in the great siege.

The principal of these monuments are—the Illinois, marble bronze-lined temple, with its noble quotation from Lincoln; the artistic Iowa monument, with the great Kittson "Battle Bronzes;" the Wisconsin shaft, surmounted by its bronze eagle, "Old Abe," and the Mississippi and Minnesota memorials, each a gem of art.

Massachusetts and Rhode Island are represented by statues sculptured by Mrs. Kittson and Mr. Elwell, both famous sculptors, who, in these monuments are seen at their best.

But more interesting than the monuments, are the cannons which greet the visitor on every side. These are exact replicas of the guns actually used in the siege and stand on their original sites.

Regimental markers, also, at frequent intervals, give the names of the officers and the disposition of the various regiments and companies. Every now and then, are also statues and 'portraits' of the various officers. Thus the visitor can actually live over, in these piping times of peace, the red days of war. Only, now, in-



Residences, Vicksburg Miss..



stead of the cannon's rending roar and the death wail of the hero dying for his right, are the songs of love and life the mocking bird pours forth from the acacia trees—and the melody which the church bells from the city sprinkle upon the air, telling of peace and good will toward men.

The Present

The laurels their dead ancestors bequeathed them, were not hung by the Vicksburgers of today for monuments; but are incentives that keep aflame the fires of patriotism in their hearts.

In the Spanish-American War its boys were quick to volunteer and to fight for the country on sea and land; and in the latest and greatest war, they enlisted from the first; and many of them, today, sleep the sleep of everlasting glory and peace in the lonely Argonne Forest—or there, where the Yser rolls rapidly to the sea.

Her Writers

Vicksburg, always noted for her culture, can boast today two writers of national repute. Mr. Harris Dickson, author of "The Black Wolf's Breed" and the "Old Reliable" Stories is known from ocean to ocean; and constantly appears in all the best and most widely circulated Weeklies and Magazines. He is a resident of the city.

Mr. Norval Richardson, of the American Legation at Rome and author of "The Heart of Hope" and other novels, was born and reared in Vicksburg.

Of Vicksburg one of her poets has sung and sung with truth:

The silver moon ne'er looked a-down,
From skies where softest stars abound,
'Pon fairer place or better town,
Than—Vicksburg.

Her soil is sacred to the tread,
Her very roses bloom more red,
Because some buried hero bled,
At Vicksburg.

A thousand lilies growing fair,
Emparadise each wandering air,
But, honor is the dearest care,
Of Vicksburg.

Whenever threatened right has cried,
For men to arm, upon her side,
A thousand voices have replied,
At Vicksburg.

Destroying time—may rend and rage,
Forgetfulness, its war may wage,
They cannot blot, from History's page,
OUR VICKSBURG! ! !

City Government of Commission Form

The act incorporating "Vicksburg" was approved by Gov. Cowles Meade January 29th, 1825. The City has been under a

special charter since the time of Reconstruction or Radical Rule April 6th, 1876.

The corporate name of the controlling Legislative body is "The Mayor and Aldermen of the City of Vicksburg." From its incorporation up to July 9th, 1908, the City was divided into four wards, each ward being entitled to two members of the Board of Mayor and Aldermen. On the above named date Speeds Addition was annexed to the City, and thus increased to five wards, and the Board to ten Aldermen. August 1912 the Charter was amended, reducing the number of Aldermen from ten to two; the mayor and two Aldermen elected from the City at large, requiring the Mayor and Aldermen to give their entire time to the City's business; this being the fundamental principle of the Commission Form of Government. Under the charter to amend it, it was first to be approved by the Mayor and Aldermen, then published for three consecutive weeks in a local paper, after which, it is forwarded to the Governor for his approval, provided that one tenth of the qualified electors do not protest against same, it becomes a law.

Our form of government is paradoxical. It is founded upon the plan of the "Commission form of Government" and follows along the lines of same, in payment of the members of the Board for services rendered, taking away from the Mayor his veto power, by giving him a direct vote upon every question presented; fixing the responsibility by assigning each member certain Departments and holding him responsible for same.

The majority of our citizens are in favor of the present system. It has, in addition to savings along all lines, materially reduced the damage suits and judgment account, as the Board, as a Committee of the Whole, looks after the suits, from filing of same until their dismissal, or adjustment. There can be no possible comparison between the two systems, as to efficiency and results.

The present Board, since its induction into office, has done more public improvement than had been done in thirty years previous. In addition to purchase of the Water Works and extending same to the outskirts of the City, they have materially increased its efficiency and life, by installing new machinery. They have built thirty miles of Uniform or Concrete Sidewalks, eight miles of paving, five miles previously laid, making a total of 13 miles, making corresponding increases in the Sanitary and Storm Sewers; where necessary, have replaced wooden bridges by reinforced concrete structures; have added a \$68,000 High School Building; have purchased a site for a graded school, at an expense of \$20,000. Every avenue or entrance to our beautiful National Military Park is over a well paved street.



Schools

Warren County
Miss.



The present bonded indebtedness is \$1,267,800.00. Included in the above is \$370,000.00 Water Works Bonds, which are secured not only by the receipts of Water Works System, but also the receipts from taxation. Also included in the above amount is \$326,300.00 Compromise or Refunding Bonds, due in 1928. These Bonds were issued in 1878 to take up all bonds issued during Radical Misrule, having in a great many instances been issued in \$25,000.00 series, bearing eight and ten per cent, standing for *nothing* except wastage. The City under its charter being permitted to issue \$100,000.00 short term Loan Warrants against the taxes for the Fiscal Year, also Certificates of Indebtedness given in payment of sidewalk and paving claims held by the City. The property owners abutting uniform sidewalks or paving, have the alternative of paying his one-third of the cost of same, in cash, or one-tenth cash and giving notes for the balance in nine equal installments, payable one each year, bearing six per cent. interest from date. In view of the fact that the City not only pays for one-third, but bears the cost of grading and the intersections, as a rule, the paving of a street, costs the City about 55 per cent. and the property owner 45 per cent.

By virtue of the foregoing charter provision, the City is on a cash basis and has no floating or local debt, beyond its bonded and for loan warrants and certificates of indebtedness outstanding.

The City has a first class Fire Department with three up-to-date American-LaFrance Motor Driven trucks and one horse drawn truck, and under the provision of its Ordinances, governing the erection and repairs to buildings, requiring strict adherence to the rules of the Fire Prevention Bureau as regards flues and roofs, the fire losses have been reduced to a minimum.

The City has also a very active and efficient Police Department, composed as it is of regular patrolmen, plain clothes men and motorcycles, the latter to look after the strict observance of its up-to-date Vehicular Traffic Ordinance.

There are three up-to-date, fully equipped grade schools for white children and two for colored, and one first class standard high school.

In addition to the foregoing public schools, there are two graded Catholic schools and two colleges, and one Episcopal college for whites and one for colored. There are also several private schools, which taken all together gives the citizens a first class school system to select from.

We have two large thoroughly equipped up-to-date sanitariums and one state charity hospital, which take care of all its sick and injured in a radius of a hundred miles of this city.

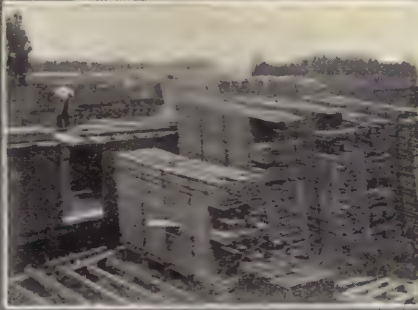
Any one can appreciate the fact of having these sanitariums and hospitals, looking after the sick and wounded in this contiguous territory materially increases the statistics as to health conditions and death rate in this community. Through the generosity of Mr. Andrew Carnegie we have a public library, completed a few years ago, and now contains 6176 volumes. Under the agreement with the Carnegie Corporation, the mayor and aldermen has to pay not less than \$2,500.00 per year for the maintenance of this library. At the present time, this amount goes to pay salary, fuel, lights and purchase of new books, and in addition thereto, all fines for non-compliance of the rules, are invested in new books and periodicals.

Under the Legislative Act passed by the Legislature just adjourned, the Board has the authority to issue additional bonds, and arrangements are now being perfected whereby a bond issue will be floated in the near future, say within sixty or ninety days for \$625,000.00; \$400,000.00 for additional paving, taking up all dead ends and connecting up dirt streets to the present paved ones, \$125,000.00 for the improvement of the school system, and \$100,000.00 for putting the landing in first class condition, to take care of the barge line now being built and floated by the United States government.

The 1910 census showed a population of 20,814, this being upon a basis of about 12 colored to 8 white. Since the war started and the negro exodus to Chicago, East St. Louis and Detroit, the negro population was reduced in the neighborhood of 1200 or 1500; these being replaced by about 3,000 to 5,000 bright, active, young white men, which should place the present population somewhere in the neighborhood of 23,000.

Owing to the high water the past few years, and the ravages of the Boll weevil, Vicksburg as a cotton market has become a negligible proposition, but in lieu thereof, cattle raising and the lumber interests are making rapid strides, again placing our city as far on the map, if not farther, than it was as a cotton center.

Last year's assessment was \$11,782,120.00, this being \$7,791,935.00 real and \$3,990,185.00 personal; this supposedly being upon a basis of 75 per cent., but actually not over 50 per cent. valuation. The assessable real should be, at the present time, somewhere in the neighborhood of \$15,000,000.00 to \$20,000,000.00, the millage upon this assessment being 17 mills for general expense and 3 mills for schools. This being one of the smallest assessments in the State, showing that the administration has to be careful and economical from their limited and available funds.



Lumber Industry, Vicksburg Mississippi



SUPERIOR PUBLIC SCHOOLS

In the building of a modern community a sound and progressive school system is an absolute essential; as the wise, old Romans said, a *sine qua non*. Education, the "leading out" of the powers of mind, soul and body, is the basis of civilization; and it is this threefold development that the modern school system strives to achieve. The community that neglects its schools is sure to feel the effects of stagnation, and drop behind its sister communities in progress. For the hope of progress lies in the education of the youth. Our tomorrows come astonishingly soon, and youth, grown to maturity, must take

the lead. There is no standing still, we progress or we decay. It is inevitable.

Realizing this, Vicksburg has carefully watched over its school system, guarding against foolish and harmful innovations and fads, and encouraging everything which would further the cause of true education. The schools of Vicksburg strive not to drive dead facts temporarily into the heads of young people, but to teach the girls and boys to think clearly and logically, to give them a working knowledge of facts which will be useful in their present and future lives, to broaden their vision of life, to give practical courses in domestic and business lines, to

strengthen their bodies and morals by clean sports and right living, to foster a love of culture and refinement, and to encourage a community and social spirit.

It is not within the bounds of this article to relate a history of Vicksburg's school system. A school system is not important for what it was, but for what it is and what it aspires to be. However, the last ten years have shown remarkable improvements in the schools. The increase in enrollment of pupils has greatly exceeded the increase in the population of the city. In the high school the enrollment has doubled. This indicates the growing confidence of the people in the public schools. During this period the schools have been under the guidance of City Superintendent of Education J. P. Carr. The board of education and Mr. Carr have shown great wisdom in the selection of teachers. In no other city in the state can a corps of teachers be found of more excellent scholarship, pleasing personality and genuine teaching ability. The Vicksburg teachers have an active association for studying pedagogical problems and planning school improvements. In this local association, as in the State Association, the enrollment of Vicksburg teachers is 100 per cent, indicating a deep interest in progressive pedagogy.

There are three grade schools and a high school for the white children and two grade schools and a high school for negroes—all conveniently located and well equipped. Recently \$125,000.00 has been appropriated for a splendid new building to replace one of the over-crowded grade schools. The high school for white girls and boys is a model building only six years old. Its chemistry laboratories, swimming pool, art studio, domestic science kitchens, and well lighted and ventilated class rooms are unsurpassed. Most of the teachers in the high school hold degrees from standard colleges, and all are well trained in their special lines of work.

The spirit of co-operation among teachers and students and between the schools and the people of the city is especially fine. The schools encourage contact between the students and the outside world and the acquisition of knowledge of practical affairs by taking the students to visit business houses, factories, and city, county and state offices and by inviting visitors to the schools. In all contests among school children the boys and girls of the Vicksburg schools have shown a marked proficiency, and during the past scholastic year have taken many prizes. The University of Mississippi declares that the students who enter that institution from the Vicksburg schools are among the best prepared students they receive. To the prospective citizen Vicksburg offers sound and progressive schools.

PRIVATE SCHOOLS

All Saints' College (Protestant Episcopal)

All Saints' College is the Protestant Episcopal school for girls in the diocese of Mississippi. Its courses include the sixth, seventh and eighth grades, a four years' high school, and the freshman and sophomore years of college.

It is founded upon the belief that complete education must concern itself not only with the mental and physical, but with the spiritual nature of the child.

Its instructors are graduates of standard colleges; its high school department is especially recommended by Newcomb and other colleges; and its certificate is accepted by any school in America which admits upon certificate. Graduates of the college department are entitled to a two years teachers' certificate. In all departments, the small classes and individual attention insure the best possible results.

Its location in the border of the National Park, high above the city and the river, with a comfortable modern building on its domain of thirty acres, help it to maintain exceptionally high health record; while its gymnasium exercises, outdoor sports, and simple, natural life add to both health and happiness.

All Saints' occupies a high position in the educational life of the State.

St. Francis Xavier's Academy (Roman Catholic)

This splendid institution for girls and young ladies was chartered in 1861, since which time it has been conducted by the Sisters of Mercy. The institution has grown steadily and has greatly increased its sphere of usefulness to the surrounding territory since established. The buildings and grounds occupy slightly more than one city block situated on an eminence overlooking the Mississippi River and affording all the advantages of a healthy and picturesque location. The buildings are large and commodious, handsomely furnished and supplied with modern apparatus. The library contains over one thousand volumes of standard works and in addition the pupils are furnished with the latest and best periodicals dealing with current topics.

The school term begins in September. Both day pupils and boarders are taught at nominal fees and the best moral and educational training is provided. The Institution is Catholic, but pupils of every denomination are welcome and no influence is exercised on their religious views. In addition to the usual primary, preparatory and academic course, the College offers complete courses in Music, Art, Expression and Language and a modern commercial course embracing book-keeping, stenography, typewriting, etc.

St. Aloysius College (Roman Catholic)

This college was founded in 1878 and is conducted by the Brothers of the Sacred Heart, men who make the education and prop-



er moral training of youth their life work. The great number of successful citizens of this section bear witness to the thorough and efficient education afforded by this institution.

The College occupies one square in the heart of the city. The building is modern, roomy and equipped with all necessary paraphernalia for proper educational facilities.

The College is a Catholic institution, but students of other denominations are admitted, and their religious opinions respected. They are not required to assist at religious instructions.

The College molds its scholars in such a form that they will hear the impress of educated men who will command esteem; win respect and inspire confidence by their ability, probity and gentility.

The instruction imparted is practical, suited to the times and lays a solid basis for future higher studies or self improvement.

The best teachers devote their undivided attention to the pupils giving them the advantages of a complete education through the Preparatory, Grammar and High School Grades.

St. Mary's (Colored Protestant Episcopal) College

This institution for colored pupils is supported by The American Church Institute. The institution employs a competent corps of teachers and in addition to a rudimentary

education offers a complete course in industrial training for both boys and girls. The boys are given practical courses in carpentry and wood working, painting, paper hanging, etc., while the girls are given a complete course in domestic science.

St. Mary's Institute (Colored Roman Catholic)

This institution was founded in the year 1908 and occupies spacious grounds on Main Street. The School is exclusively for colored people and is conducted by the Missionary Sisters of the Holy Ghost. The three departments comprise the Kindergarten, Grammar and High School courses. Students finishing the eighth grade successfully are admitted to the High School course. The institution is using the best available teachers and is striving for the highest mark of efficiency.

RURAL SCHOOLS

Warren County, Mississippi, has the reputation of being the only agricultural county, in the whole world, which has "an absolutely free Vocational, Agricultural, High School Education, within reach of each boy and girl." This educational plan which is called "The Culkin Perfected Rural School System," was planned and put in operation by J. H. Culkin, County Superintendent of Education. When asked by a representative of the Young Men's Business Club, to tell of the

wonderful school development of Warren County, Mr. Culkin said:

"Our schools are wonderful only in the simplicity and the practical phases of the plan and in the ease of keeping same in operation. Some years ago, there was a great cry for Agricultural High Schools. They are all good and are doing a good work. However, they fail to reach the poorer boys and girls of the several counties. Those who attend, on most instances, are the children of the most successful citizens. It takes money to send boys or girls to school. Then came the demand for consolidation. The work along the line has been the most effective, when considered from the point of view of the rural inhabitant, that has ever been accomplished, in the school history of our country. Combined with the two requests just stated, the vocational training feature and the work and application of the Smith-Hughes Bill became a problem connected with country schools.

"It has ever been the intention of the school authorities of Warren County to secure the most acceptable conditions attainable, under any and all conditions and circumstances. In order to reduce expenditures and to be in a position to meet the demands of the three agencies above named, it was decided to create a new character of Rural Schools. All the work of development and other features of same amount to little, at this time, and the reader is now interested in what we have to offer. Warren County has but five schools for white children, and these are so located that every boy and girl can be and is transported to a class-room which complies with the demands of the triple agency which has been presented as the ideal educational opportunity.

"As will be noted from the illustrations, domestic science, domestic art, agriculture, physical culture, music, art, dramatic features and a twelve years' high school course is being presented. This gives the country boy and girl every advantage of becoming efficient, cultured and physically developed. Each school has a teachers' home, electric lights and is well equipped and with a \$50,000 bond issue, we have a system that is now valued at more than \$200,000.

"Before making a decision, relative to a permanent home, fathers and mothers investigate religious opportunities and educational advantages. Warren County, Mississippi, offers the most complete and highly developed system of rural schools, in our country, and with the communion of friendship which is ever being developed, in the community centers, through the school and local plays and by the moving picture and illustrated lecture programs which are being followed, the lives and homes of the farming element is ever becoming more refined, attractive and interesting and those who once assumed that hap-

piness and opportunity could best be found along the 'Great White Way' have come to the conclusion that the profits, liberties and delights of country life are really worth while. With these points of view in mind, young men and young women are making the rural districts the scene of their permanent homes and one development after another is receiving attention and the future is bright for making this one of the most highly developed and enlightened counties of the Nation. At present, Warren County has the smallest number of white illiterates of any south of the Mason and Dixon Line and it is our ambition to make the character of education which prevails raise the standard of enlightenment to a point where each man and woman of the rural districts will be a graduate of a Vocational-Agricultural-High School."

HEALTH CONDITIONS IN VICKSBURG

Owing to its high position, on the hills overlooking the junction of the Mississippi and Yazoo Rivers, Vicksburg enjoys an almost complete immunity from malaria. It is the source of constant wonder to strangers, that even the hardest rain runs off almost instantly and so no water is left to make breeding places for the mosquito. The records of the past few years show that almost every case of malaria is imported, or the sufferer has been put of the city where the disease was contracted.

Typhoid fever also is practically unknown, due to the excellent filtration plant maintained by the City. Vicksburg rejoices in the possession of a municipally owned water plant, which is up to the very minute in every means of purifying the water supply. After the water has settled and been clarified it is chlorine treated thus rendering it absolutely free of typhoid germs.

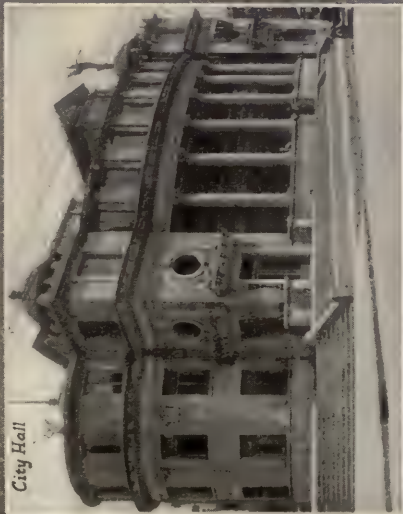
As Vicksburg has more paving than any other city of its size in the United States, the problem of street cleaning was early found to be intimately connected with that of public health and the City now washes the streets daily instead of dry sweeping by means of a power flusher and thus the incidence of disease is very materially lowered.

Tuberculosis according to the statistics is also unknown here, except when imported, and practically the same is true of the other infectious diseases. The City and County Health department are centered in one office and every means is taken to preserve for Vicksburg the remarkable freedom from disease, which has been the pride of its citizens and the wonder of less favored committees.

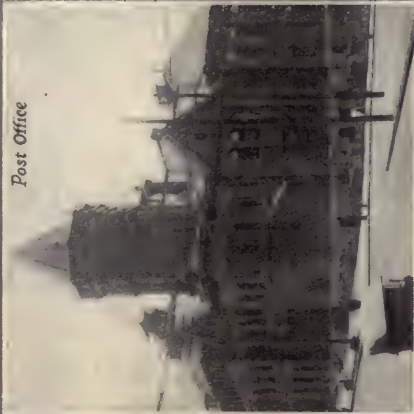
WARREN COUNTY, MISSISSIPPI, FROM THE FARMERS VIEW- POINT

Warren county is situated in the extreme western part of Mississippi, about seventy-

City Hall



Post Office



Public Library



Public Buildings.



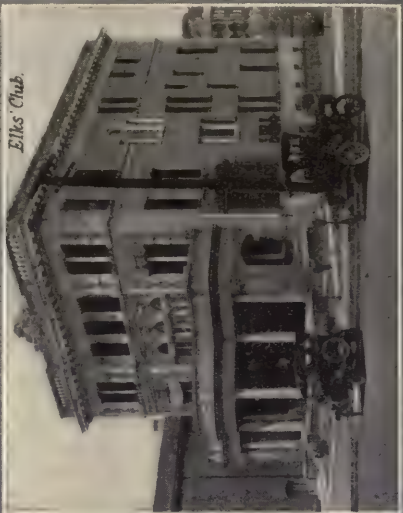
Jewish Club



Warren County Court House



Vicksburg Miss.



Elks Club

five miles from the southwest corner of the state. It is bounded on three sides by the Mississippi, the Big Black and the Yazoo Rivers. The delta and flat lands along these rivers vary in width from one to five miles, and are very productive. The rest of the land lying between these water courses is traversed by a large number of smaller streams, the topography being rather broken, and even hilly, especially in the western section of the county. Practically all of the thirteen types of soil found in the county are productive, even the steep hills bordering the Mississippi River are very fertile.

The mean annual temperature at Vicksburg, the county site, is 65 degrees Fahrenheit. Light freezes occur during the months of November to March, but are of short duration. The average date of the first killing frost is November 13th; the average date of the last killing frost is March 6th. Winters, as a rule, are short and mild. The average rainfall is fifty-six inches per year and is fairly evenly distributed during the year.

Prior to the advent of the boll weevil in 1909 cotton was practically the only money crop produced. Since that time the system of farming has been gradually changing. Today nearly all of the farmers are practicing diversification, and they are making more money than ever before, notwithstanding the abnormal conditions brought about by the recent war.

Due to the almost ideal climate and the different types of soil found on every farm, almost any crop may be grown. Such crops as corn, cotton, peas, soy beans, velvet beans, sweet potatoes, white potatoes, sorghum, and peanuts are grown on every farm, while sugar cane, rice, lespedeza, vetch, burr clover, oats, rye, sudan grass, Johnson grass and the like are not at all uncommon. Two, and sometimes three, crops are grown on the land every year.

Warren county is an ideal livestock county and the livestock industry is growing rapidly. Cattle, hogs, and sheep find their natural habitat in Warren county. The ranges provide unexcelled grazing during the whole year, with the exception of January and February. Burr clover, white clover, hop clover, burmuda grass, lespedeza and switch cane grow in luxuriant profusion all over the county. Wild vetch, red clover, carpet grass and paspalum are found in many sections, not to mention the other natural grasses growing wild. Large quantities of beech nuts furnish an excellent hog feed which the porkers glean for themselves. Very little feeding is required to carry the cattle through the winter season. Some farmers do not practice winter feeding at all. There is a large number of pure bred cattle and hogs in the county, but there is room for an increase of a thousand per cent in the livestock population. Co-operative marketing associations are doing

much to promote the livestock industry of the county.

Considerable attention is being given at present to sheep raising. Dairying is proving very profitable for farmers living within six to eight miles of the railroads. Fruit growing is paying big dividends to those who have had the foresight to plant and care for the orchards. Trucking has always been quite profitable in the vicinity of Vicksburg, where it is carried on rather extensively.

The foregoing paragraphs cover, in a small way, some of the facts about Warren county's agricultural potentialities. Its agricultural advantages coupled with its model rural school system and delightful climate should be investigated by the man who contemplates moving south to farm.

"HOME DEMONSTRATIONS"

The possibilities for the development of thrift, in the county, is an ever-widening circle which is fostered by the Home Demonstration Department. The initial project of home demonstration work was that of canning, to which has been added as the need became apparent, gardening, cooking, sewing, sanitation, destruction of pests, poultry, home dairying, bee keeping, landscaping, interior decoration, household conveniences, and management and the multiplicity of details which contribute to the well ordered home and the comfort and convenience of its inmates. Radiating from the home it includes the schools and embraces the community. Each of these projects is being successfully demonstrated throughout the county.

City and county officials, the leading business interests of the city, and the various civic and commercial clubs give their hearty support to its further development.

No county, perhaps, is better equipped to carry on the work. Five community centers are providing the canning equipment of latest design and ample capacity to take care of this phase of the work. The schools are also provided with incubators of six hundred egg capacity to further poultry work. In the near future a portable moving picture machine will contribute to the educational development of our rural communities. Two of the six splendid consolidated schools, of the rural perfected school system, are to be demonstration centers in the campaign for beautifying our county as will also be two of our representative rural homes. Being unusually endowed both scenically and agriculturally with possibilities for becoming the beauty spot of Mississippi it is the ambition and the aim of the Home Demonstration Agent to make Vicksburg and Warren County one of the loveliest stop-overs for the tourist, as well as the thrift center for the resident. "A county of raspberries, grapes and roses!" "The Portland of our Sunny South!"



Residences, Vicksburg Miss.



THE VICKSBURG CLEARING HOUSE ASSOCIATION

The Vicksburg Clearing House Association is an organization representing the several banking houses of the city. It was established in 1907. The Vicksburg banks number seven. Their combined capital, surplus and undivided profits aggregate \$1,800,000. Within the past few years, the volume of Vicksburg's banking business has increased rapidly. The increase is indicated by the growth of deposits, and by other factors. The following table affords interesting evidence of the growth of bank deposits:

Deposits

1916	\$ 5,145,600
1917	6,112,700
1918	8,792,900
1919	10,551,100

Total bank transactions for the four years are as follows:

Total Bank Transactions

1916	\$45,581,176.53
1917	61,278,278.23
1918	79,669,097.56
1919	90,457,863.51

Vicksburg's savings bank deposits exceed those of any other two Mississippi communities.

VICKSBURG AS A COTTON MARKET

Vicksburg, located on the Mississippi River and the Yazoo Canal, at the foot of the far-famed Mississippi and Yazoo Delta, was early recognized as a strategic point for distribution. On account of the river location, cheaper freight rates were obtainable, than from interior points, and also on account of having a railway line crossing the Mississippi west, and on the main line of the Y. & M. V. R. R. north and south, it is a natural distributing point and concentration point for cotton as well as other commodities. The result of these natural advantages was that as early as 1880, when the United States was raising a crop of only 6,000,000 bales, Vicksburg receipts had reached 135,000 bales. Practically all this cotton was long staple cotton which always commanded a premium over short varieties. At this time, Vicksburg was the greatest long staple market in the world, and the Vicksburg Cotton Exchange arbitrations on staple cottons were recognized as authority by both the European and American spinners and buyers.

After the arrival of the boll weevil in this section, which occurred in 1907, cotton production was greatly curtailed, but now that the planters are learning to combat this menace acreage is again being increased and long staple cotton planted.

Vicksburg has an up-to-date compress located on the Mississippi River, with both east and west and north and south main lines entering the press.

The banking facilities are ample for han-

dling the crop grown in this section, and as the bankers are all familiar with the great premiums obtained for delta staple cottons over the ordinary variety of short staple; no difficulties are experienced in obtaining full advances. Some of the longer staple varieties have brought as high as \$1.25 a pound this season on the local market.

THE PURCHASER'S PARADISE

As along many other lines of commercial endeavor, Vicksburg is Mississippi's leading market.

Every retail line is represented by one or more firms that may justly be denominated "first class." In such retail shops, may be found the highest type of merchandise at reasonable prices.

In many lines, there is exceedingly keen competition among a number of firms. This is especially true in the matter of men's and women's ready-to-wear apparel, boots and shoes and dry goods.

The retail merchants are active in seeking to attract buyers to the Vicksburg market and have afforded the people of Vicksburg and its territory the opportunity of enjoying many gala days that have extended Vicksburg's reputation over a broad extent of territory.

Vicksburg's "Dollar Days," temporarily suspended during the present period of abnormal prices, have been events that practically every live Mississippi community has sought vainly to duplicate.

In each Dollar Day campaign, more than 100,000 pieces of advertising literature were distributed.

The beautiful "Carnival of Flowers," developed by the retail merchants, advertised Vicksburg in every part of the United States, being carried in the "Weekly Events" pictures of motion picture houses in all parts of the country.

A retail merchants' committee developed and successfully carried out the big campaign that resulted in the recent organization of the Mississippi-Louisiana Fair Association, which will bring to Vicksburg thousands of people annually to enjoy the fair and playgrounds that are now being built.

Vicksburg's retail merchants were pioneers in the inauguration of the open air street dances that have given pleasure to many thousands of Vicksburg's people, and the people of the tributary territory.

HARDWOOD CENTER OF WORLD

At the present time, Vicksburg is located in what may be termed the center of the remaining hardwood timber acreage of the South.

Naturally it is fast becoming what it will be—the biggest hardwood manufacturing community in the Gulf States.

The lumber manufacturers of Vicksburg are ideally located from the standpoint of

labor and log supply as logs are to be had not only along the railroads to the north, south, east and west of the city, but on both sides of the Mississippi River and its tributaries, which include the Yazoo, Sunflower, Tallahatchie, Coldwater and other rivers and navigable bayous, by which logs are brought in by barge and raft. An excellent land-locked harbor affords safe anchorage for rafts and timber carrying craft.

Labor of the right kind is in good supply. Vicksburg is an excellent lumber market. Buyers are glad to come to Vicksburg, as the city has had so much national advertising and offers so much of historical interest to the visitor, that buyers come to the city in preference to going to other points where there may be an equal amount of timber.

Evidence of the rapid growth of the local market is had in the construction of a \$500,000 box plant by the Anderson-Tully Company, already the owners of several large hardwood plants in Vicksburg; the transfer of Messrs. Houston Bros.' headquarters from Chicago to Vicksburg and the decision of that firm to expend \$600,000 in increasing its already great facilities here; and by the advent, within the past few years, of a number of new firms, including the Acme Veneer Company, the Dixie Cooperage Company, the Lamb-Gary Lumber Company, the Vicksburg Furniture Manufacturing Company and others:

There will follow, naturally, in the wake of the hardwood working plants, reduction plants that will utilize the vast supply of willow trees that contain valuable fibre, needed in many products.

The use of willow, of which the supply is practically unlimited, is yet an undeveloped industry.

With the growth of the hardwood industry in Vicksburg, hundreds of men and some women have been added to the weekly payroll lists and the purchasing power of local labor has been increased by several hundreds of thousands of dollars, annually.

An immense amount of second growth timber in the Vicksburg territory offers opportunities for the manufacturer of axe handles, single and double trees and other small articles, manufactured from wood.

VICKSBURG, MISSISSIPPI, AS A WHOLESALE OR JOBBING CENTER

Vicksburg for many years has been an important wholesale or jobbing center. Its location on the Mississippi River at the mouth of the Yazoo River which, with its tributaries, extends north nearly to the Tennessee line, and at the junction of north and south and east and west railroad trunk lines, has enabled it to secure favorable freight rates and to serve as a distributing center for a large alluvial and hill territory, comprising the western part of Mississippi and the north-eastern part of Louisiana, and the south-eastern part of Arkansas.

During recent years its wholesale business has been increased and extended through the aggressive activities of its merchants. Salesmen representing wholesale groceries, dry-goods, hardware and drug houses cover the territory within a radius of a hundred miles of the city.



Y. & M. V. DEPOT, VICKSBURG, MISS.



*Dairy Cattle, near
Vicksburg Miss.*

Vicksburg has always enjoyed the reputation of being one of the best markets for grain and grain products, feed and heavy staple groceries in the Mississippi Valley. Its jobbing houses located close to the river and served by the switch tracks of both trunk lines, are equipped to handle such goods most expeditiously and economically. Likewise its wholesale dry-goods and hardware establishments also do a large business and cover a large territory, and have made marked advances in the territory covered, and in the volume of business done during recent years.

Many commodities such as bagging and ties, cow peas and other seeds are distributed by Vicksburg jobbers over a large section of the Mississippi Valley extending from Birmingham to Shreveport and from Memphis to New Orleans.

It is the most favorably located point as a wholesale and jobbing center between Memphis and New Orleans, and with the rapid development of its tributary territory, its wholesale trade is increasing rapidly.

RIVER FACILITIES AND TRANSPORTATION

Any article, or communication relative to Vicksburg would fall short of the demands, if one failed to mention the wonderful opportunities which lie in the river facilities and transportation mediums which are most effective sources of commercial and social development.

The Royal Route, well equipped with boats of the pleasure and business types, have developed routes to all the most important trade points in this territory. Apart from the large amount of cotton and other produce which is brought to Vicksburg, one of the main features of the river trade is the distribution which is made of the wholesale offerings of this city. Daily, one or more boats leave Vicksburg and answer the demands of the Yazoo and Mississippi River towns and way-landings.

Two of these boats are equipped with palatial dance halls and state room accommodations, furnishing to pleasure seekers and tourists opportunities that can be made both profitable and enjoyable. Parties, at all seasons of the year and coming from many parts of the country, take advantage of the scenic delights of the Father of Waters.

At this time, plans are being developed which will insure the proper terminal facilities for the handling of all barge shipments and the well developed river shipping conditions of the present bid fair to become one of the most effective commercial factors in this territory.

Statistical information, relative to the reduced rates and other items of commercial and pleasure seeking interest, can be obtained by communicating with the Royal Route, or the Young Men's Business Club of the Hill City.



Vicksburg, Miss., Homes.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

What Shall We Drink?

The question of what we shall drink is a very important one, and in taking this matter up in the present article and possibly future articles as well, it will be considered from a sanitary and hygienic standpoint and the various beverages discussed at length with reference to their composition and uses, not forgetting the abuses to which they are subjected.

The most commonly used beverages on our tables are tea and coffee, their use being almost universal, yet very few people actually know what the active principle is or why they crave and like this form of stimulation.

The active principle contained is called caffeine in coffee and thein in tea, cup of ordinary coffee containing from one to three grains of caffeine, and a cup of tea nearly twice as much thein. They are both heart stimulants as well as stimulants to the nervous system, increase the action of the kidneys, and retard to some extent tissue waste.

There is this fact to be remembered in connection with the use of any and all stimulants: That for every bit of stimulation they temporarily cause there follows a corresponding depression, which latter may be dangerous and is never to be desired. Overstimulation causes over depression, and the tea and coffee habitue will sooner or later show shakiness of the hands and experience difficulty in obtaining his or her proper amount of sleep.

It is a notable fact that people of all nationalities have a desire for the stimulation produced by tea and coffee, and the gratification of this desire is shown in the consumption of such beverages as tea, coffee, kola and guarana, all of which contain from one to six per cent of the active principles.

Both tea and coffee have a considerable amount of tannic acid in their composition; that contained in coffee is comparatively inert and only develops after much boiling, while that contained in tea is active and easily developed in faulty preparation, as long boiling; tannic acid or tannin is used for the purpose of tanning leather, so the person who drinks his tea only after pro-

longed boiling can be sure that he is effectually injuring or tanning his stomach on the inside, which will soon ruin its usefulness as a digestive organ.

Coffee should only be brought to the boiling point and then set back and allowed to simmer for a few minutes before serving; another method useful in the preparation of coffee is percolation, in which the boiling water is poured through the ground coffee and then allowed to stand for several minutes before serving. Many of the large restaurants and cafes are using an upper container of ground coffee through which the hot water is poured, the whole apparatus then being kept hot during the process of serving to guests.

Tea, to be properly made, should be placed in a cup and boiling water poured upon it; it is then allowed to steep and makes a beverage which is much more to be desired than most of the so-called "tea" with which we are ordinarily served.

It is a fact to be deplored that Americans, as a race, being high speed people, use entirely too much tea and coffee, this use being followed by its subsequent invariable depression, which in turn produces the desire for more stimulation and the habit of over-stimulation is thus formed.

The volatile oil contained in coffee stimulates the brain, stomach and bowels, and on some people acts as a laxative. In others it causes biliousness and a tendency towards over acidity of the stomach and diarrhoea. Tea, on account of the greater amount of active principle contained, tends to lessen acidity of the stomach and to produce constipation. A peculiar action observed in those who are in the habit of drinking tea and coffee without observable deleterious effect are suddenly made restless, nervous and wakeful by a single cup of their favorite beverage—in other words, the tired body protests against the misuse and shows its protest by producing unpleasant effects to serve as a warning. Similar effects have been observed in old tobacco users, who are suddenly affected unpleasantly by their tobacco. It is to be especially noted that just because someone else uses coffee three times a day without unpleasant effects, it

follows that the observer will be able to do the same thing; different individuals have different degrees of resistance and also different degrees of resistance for different poisons—one must learn his own strength and be careful not to overstimulate it.

Whether cream and sugar should be used is a matter to be decided by the individual, it being purely a question of pleasing the sense of taste, for these flavoring substances neither increase or decrease the action of the active principle contained. Many prefer their coffee black, that is, without cream, while others claim that cream should never be used, hot milk being the proper flavoring liquid.

Now as to the action of the caffeine-thein containing beverages, it may be said in general that they are stimulants for the brain, heart and muscles; they enable the average person to do more and better mental work, provided that they are all well borne and do not cause any disagreeable effects. Increase in the perception and association of ideas with greater acuteness of the senses are noticed as a result of their use in moderation. The custom of drinking black coffee after a hearty dinner arose from the knowledge that caffeine and thein produced this mental stimulation and sense of well-being. In this respect they are directly opposed to alcohol and were formerly used in overcoming the bad effects of over indulgence in spirituous liquors.

Experiments have shown that in certain classes of workers more and better work can be done under the stimulation of caffeine or thein contained in coffee and tea. Stenographers have been stimulated to greater speed and an increased amount of work turned out; soldiers have marched farther and with less fatigue, but all these experiments show that when the stimulating effects have worn off that the subjects slowed down to a point below normal, which demonstrates the worthlessness of the stimulative principle.

Action (the stimulation and increased amount of work) and reaction (the weakened subject with lessened productivity) are equal and opposite in direction—in other words one is up and above the normal and the other down and below normal.

Extreme effects noticeable in those who over-stimulate with tea and coffee are extreme nervousness, trembling of the hands, sleeplessness, rapid and irregular pulse, noises in the head and ears, pain in the stomach and "heart burn" (stomachic over-acidity), neuralgias and constipation.

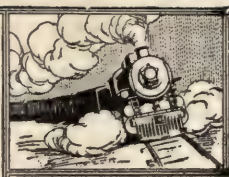
The habitual use of tea and coffee, like that of tobacco, does not improve one's health and even in so called "moderation" tends to cause a lessened resistance throughout the entire system; it is an admitted fact that the entire human race would be much better off without either of these beverages.



Good Roads, Warren Co.
near Vicksburg Miss..



TRANSPORTATION DEPARTMENT



Yard Operation—Careful Carding

By J. M. Walsh, Terminal Superintendent, Memphis, Tennessee

Yard Operation is greatly restricted by the failure to keep cars off Hold Tracks. Hold cars, are one of the principle evils in connection with yard operation. It is more difficult to deliver a car to and from the hold track than it is to deliver to proper destination on arrival, to say nothing of the delay and expense.

The correct carding of a car to its final destination with sufficient room at destination to receive the car means efficient operation, and clerk who fail to show full information on the cards intended for each car, fails in his duty and leaves an opening for the car to be switched in error and the switching of a car in error means expense and delay, and is one of the primary causes of congestion. The card on the car is the authority necessary for the yard forces to move the car and if a car is properly carded, one car out of a thousand will not go astray. The data on the card should be sufficient to carry it to destination and furnish information in case the W/B should become misplaced. Every car in a yard should be identified with a proper card. Hold cards should show sufficient data so that an inspection of the car would lead to where disposition could be secured.

Yard Clerks checking hold tracks where card does not contain sufficient information or where car is found without a card, seal record or pool mark should be noted on yard check to assist in locating disposition.

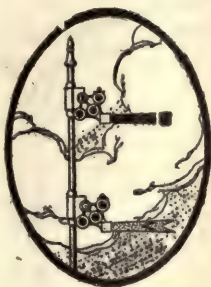
Clerks making out cards in the office should keep in mind the importance of putting correct and full information on the card, as after the card leaves the office it is all the information that the yard force has with which to move the car to destination and an error on the card cannot be detected until the car shows up at wrong destination and frequently delayed at wrong destination before error is discovered.

Suppose Pay Master would send out your pay check without the amount shown on

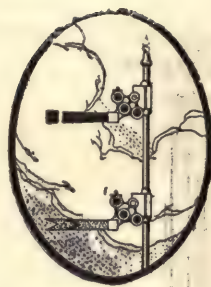
it and same was not discovered until the check was handed to you. What would you think of the man who made it out. The error would be finally corrected with but little expense but with great inconvenience to you. Consider what happens when you make out a card that sends a car to the wrong destination. The importance of making the card correctly in the first place is great and should be given careful consideration.

The Yard Clerk who takes the card out to attach to the car has two duties to perform. First to see that the car number corresponds with the number on the card. His next duty is to attach the card to the car securely, then the car is clothed with proper authority for the yard force to move it to destination as shown on the card and if no error has been made, car will move to proper destination.

I was impressed with the system of attaching cards to cars on European Railways. Same is done with paste, no tacks used. A new card is pasted over the old one and no trouble is experienced with cards losing from cars. I think consideration should be given the matter of a container on the side of the car for cards which would be a useful appliance. Card could be placed in container with much less time than tacking and without danger of loss, unless taken out by some mischievous person. Such container would provide a uniform place on the car for cards and from which the old or previous card could be removed. Cards are frequently attached to cars at one end and the old card remaining on the other end. The importance of having a card made out correctly in the first place and next attaching it to the car as soon as possible after the car arrives is such that the greatest care and consideration should be given to those important points in starting car on its journey properly carded to its proper destination.



SAFETY FIRST



A Word of Caution to All Employees

RAILROAD Service in all its departments will meet with hazards or accidents unless the utmost vigilance is exercised. Remember that **THE SAFE COURSE IS THE BEST. . . BETTER CAUSE A DELAY TRAIN THAN CAUSE AN ACCIDENT.**

Don't take chances. When you do the lives and limbs of yourself, your fellow employes and passengers are the stakes. Every man who gambles loses. **YOU CAN'T AFFORD TO LOSE.**

Exercise of care to prevent accidents is a duty which you owe to yourself and your fellow employes. Don't feel that you are doing something improperly in calling attention to defects in the property, or to carelessness of fellow employes.

When necessary to go back flagging, remember that the lives of many persons are dependent upon you. You are paid "to go back" and there is no excuse for not going. Be sure you go back far enough and take with you plenty of torpedoes, fuses, a flag and red and white lantern. Rule 99 is the most important rule in the Book of Rules.

Remember that the rules of this company were made because experience has shown every one of them to be necessary, and they were made **TO BE OBEYED.** You are paid to comply with **ALL THE RULES** and not just those which you think you ought to comply with. It is not for you to decide whether the rules are necessary. That question has already been determined by men of many years' experience

in the service. Think of that when you think of promotion.

Don't stand between engine cab and coal chute when taking coal. Keep your head inside cab of engine when engine is going in or out of roundhouse.

Never go under your train or engine without being sure that your engineman knows where you are and understands not to move.

Never go between moving cars or engines for **ANY PURPOSE WHATEVER.** Stop them if necessary and wait until they do stop.

Never stand between the rails and attempt to get upon the footboard of an engine as it comes toward you. Let engine pass and get upon footboard at the other end.

Never move cars at stations or sidings or other places where men are likely to be working in or about the cars without first ascertaining that no one is in a position to be injured by the movement and giving them proper warning.

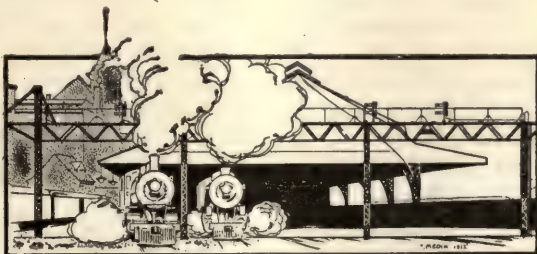
Motor Cars

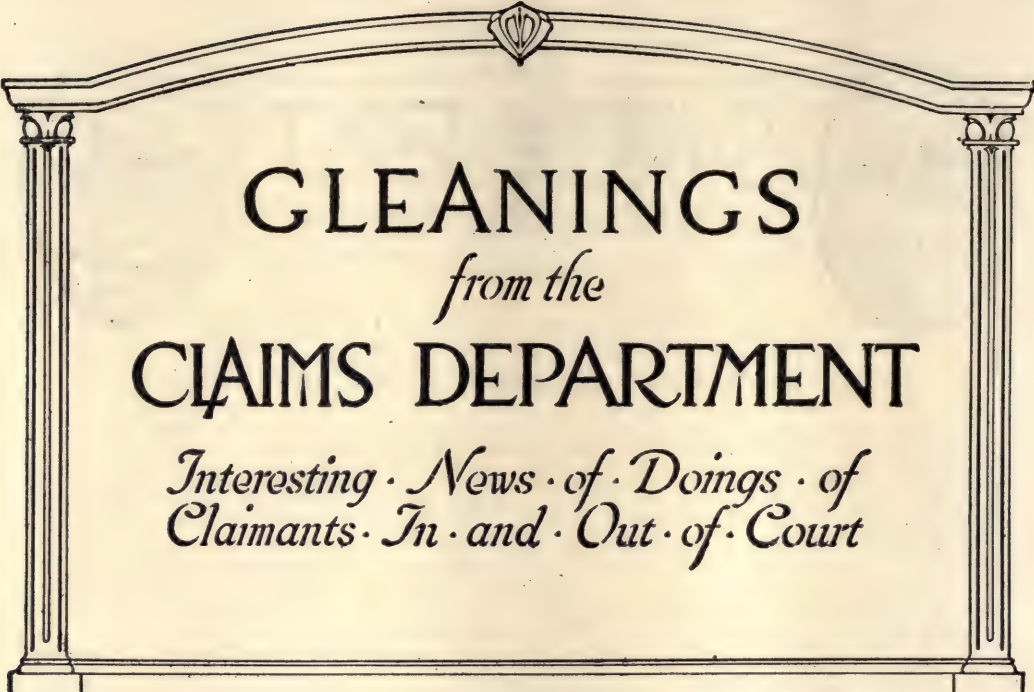
Watch your step in starting. Watch your speed. Reduce speed over highway grade crossings and look out for pedestrians and vehicles.

Never go between a train discharging or receiving passengers and the platform.

It is as easy to be Safe as to be Careless.

IN CASES OF DOUBT TAKE THE SAFE COURSE.





CLEANINGS *from the* CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

Publicity in the Handling of Claims and Litigation Against the Railway

By H. B. Hull, General Claim Agent

Mr. Hull delivered the following address on the subject, "Publicity in the Handling of Claims and Litigation Against the Railway," before the Thirty-First Annual Convention of the National Association of Railway Claim Agents at Atlantic City, on the 20th ult. :

At the outset I wish to say that the railway does not seek any advantage over claimants. It only seeks opportunities to effect equitable adjustment of claims. In other words, all the railway asks is fair dealing. Unfortunately, that is, at times, difficult to obtain. The fight which we, as claim men, often have to make in order to adjust a claim is not a fight for advantage over the claimant, but rather a fight for the privilege of dealing directly with the claimant at all.

Publicity has long been effectively used against the railway to prevent it from amicably adjusting claims with its claimants. Those who make a living by representing the claimants in pushing claims against the railway (and dividing with them amounts received in settlement of their claims) do not overlook the value of publicity. Occasionally a very large verdict is secured against the railway in the trial of a personal injury damage suit. The newspapers rarely ever fail to feature such a case, and these stories are used with much success by the professionals in obtaining other cases for suit. The newspapers pay no attention to cases tried which result in victories for the railway, or in small, or average, recoveries. Such cases are considered to be devoid of the news feature because

they are matters of common occurrence.

Like a Lottery

This whole matter of personal injury damage suit litigation operates somewhat like a lottery in that for every one who draws the capital prize many draw blanks. The drawing of the capital prize advertises the lottery business and makes it prosperous. Likewise, publication of the large verdicts advertises personal injury litigation and causes it to thrive to such an extent that courts are frequently clogged with this kind of litigation and other litigants are deprived of a prompt trial of their cases.

No particular objection can be urged to the conduct of the professionals in making use of large verdicts in soliciting personal injury cases, if personal injury cases are to be solicited at all, and we all know that they are solicited, both systematically and vigorously, and that every possible argument and inducement are used to prevent the railway from amicably adjusting directly with claimants.

The claim representatives of the railway must combat the arguments of the professionals who follow the personal injury damage suit business for a living. They must present the railway's side and try to overcome the arguments and inducements advanced by the professionals in favor of litigation.

I have found it profitable to run frequent articles in our *Employees' Magazine* about the results of trials of cases. I run the exceptional case which results in a large verdict along with reports of cases won by the railway. My policy is not to conceal anything from our employees, or our claimants, or the public, but to discuss all cases frankly and openly, and I take pains to see that any statement published in our magazine about the results of trials of cases is not exaggerated. The main thing which I consider most desirable to get before a claimant is the truth.

It may be of interest to quote here as a sample one of the magazine articles

about trials of cases to which I have referred, as follows:

Mr. Foster's Great Record

Local Attorney V. W. Foster, who tries cases for the Company in Cook County, must be carrying the left hind foot of a graveyard rabbit concealed somewhere about his person. He has not lost a case tried for the Company in more than a year, although he has tried a great many during that period. Following are some of the cases which are included in Mr. Foster's unbroken record:

Bishop, Admr. Austin Jackson, suit for \$10,000—death of boy claimed to have been struck on 26th Street crossing; verdict from the jury, not guilty.

George P. Bennett, suit for \$25,000—engineer injured by reason of stub brace on locomotive boiler blowing out; instructed verdict in favor of the Company.

Anna Gallagher, suit for \$15,000—passenger, permanently crippled by falling on obstruction in Central Station, Chicago; verdict from jury, not guilty.

Gunn, Ex. Francis M. Gunn, suit for \$10,000—death of foreman of Pullman Shops, at 111th Street grade crossing; jury disagreed.

Frank N. Wood, real estate editor of the Chicago Tribune, passenger, suit for \$30,000—injured while in the act of alighting from train after announcement of station, resulting in loss of left foot and part of right foot, 39th Street, Chicago; verdict from jury, not guilty; affirmed by Supreme Court. On two previous occasions the Appellate Court had reversed judgments in favor of the Company, intimating in the opinions that plaintiff had a cause of action.

Gus Thomas—Claim for compensation before Industrial Commission for injuries sustained in Burnside Shops; tried; finding in favor of Company.

Stanley Pokorski—Claim for compensation before Industrial Commission on account of injuries sustained by mail handler; trial resulted in finding in favor of Company.

Joseph Zerba—Claim for compensation before Industrial Commission account of alleged loss of hearing due to accident which occurred at Burnside Shops; trial resulted in finding in favor of Company.

Minnie Osborne, suit for \$15,000—alleged ejection of lady and child from train at Cairo Junction during a winter night; trial resulted in verdict from jury, not guilty.

Emma S. Bunnell, suit for \$25,000—permanent injuries sustained by passenger by reason of sudden starting of train while she was in the act of alighting, 50th Street Station, Chicago; verdict from jury, not guilty.

Wladyslaw Opcowski, suit for \$20,000—injuries at 136th Street grade crossing; instructed verdict for defendant.

James A. Warren, suit for \$50,000—passen-

ger, loss of leg and other injuries account being thrown from train while rounding curve near 115 Street; verdict from jury, not guilty.

Mabel Schmidt, suit for \$10,000—passenger in buggy struck by train at grade crossing, Cicero, May, 1918; verdict from jury, not guilty.

Fred Schmidt, suit for \$10,000—driver of buggy struck by train at grade crossing; Cicero, in above mentioned accident; verdict from jury, not guilty.

Titus Lapenas—Claim for compensation before Industrial Commission for alleged personal injuries sustained in Burnside Shops; finding of Arbitrator in favor of the Company.

Szymon Wiezniak, suit for \$25,000—trespasser, claimed to have been thrown from train by willful act of brakeman, causing loss of leg and other injuries; instructed verdict for defendant.

This record of Local Attorney Foster's should have the effect of discouraging litigation, especially in view of the Company's well known policy of settling all meritorious claims at reasonable figures.—(From the July, 1918, number of the Illinois Central Magazine.)

Important to be Fair

Before finally breaking with a claimant, the claim man should be very sure that he has made a fair offer of compromise. He should bear in mind that it is just as important not to offer too little as it is not to offer too much. The main thing is to be fair. At times, after making a fair offer, a claimant will be persuaded to go into litigation anyway. In that situation, it is my practice to have the suit watched for the purpose of ascertaining the final result. If it is won by the railway, I publish that fact, together with the amount offered before suit. If won by the plaintiff, and the net amount recovered is less than the amount offered, that makes mighty good material for publicity of the kind that aids in settling other cases. It is helpful to secure as much publicity as possible about this class of cases, and thus make known the fact that the Claim Department not only offers fair figures in settlement of cases, but at times offers more than is later recovered at the end of litigation. If the net amount recovered in a case be more than was offered direct before suit, it will likely be one of those unusual cases which the newspapers take care of so efficiently.

Whenever an attempt is made to perpetrate a fraud upon the railway, it is certainly advisable to give the case publicity, and if the effort to perpetrate the fraud be successful, it is a good plan to remind the community in which the fraud was perpetrated of anything that may occur in after years sustaining the position which the railway took at the outset, for it should always be borne in mind that the railway is a permanent institution in a community, and that it is valuable to impress the community with the fact that it does not knowingly take a wrong position. Permit me to here refer to a few concrete cases.

A Fraud Exposed

A passenger, who claimed to have fallen from the rear end of a sleeping car in one of our trains, under circumstances which were most suspicious, brought suit against the railway for a large sum, alleging that his lower extremities were completely and permanently paralyzed. He was a man of some prominence in the community in which he resided. Upon trial of the case he obtained a verdict for \$25,000, which was affirmed by the Supreme Court. The railway's defense was that the plaintiff was a fraud and was simulating conditions which did not exist. Soon after the judgment had been paid, the physical condition of this man commenced to improve and he rapidly regained his health.

In the following spring it happened that there were unprecedented rains in the community where the plaintiff resided and all of the streams were swollen, and one in particular, which was a very treacherous stream, was raging. Our plaintiff came into prominence by making a bet that he could swim that treacherous stream. He did and won his bet. The incident recalled the law suit in which this man won a fortune from the railway on the theory that he was permanently and completely paralyzed in his lower extremities. The story in full was given to a local newspaper and was published. It served two purposes.

One was that it was just as interesting as any story that appeared in that issue of the newspaper. The other was that it impressed the people of the community with the fact that a fraud had been committed in their midst, and they resented it. The community where this case was tried had been very hostile to the railway. After the publication of the story, much of the hostility disappeared.

Public Knows Little About It

The general public knows very little about the raids that are made upon the treasury of the railway by designing, unscrupulous persons. Whenever there is an accident to a train carrying passengers, it invariably happens that one or more persons will attempt to take advantage of the opportunity to mulct the railway. A notable case of this kind was that of a veterinary surgeon who was a passenger on one of our trains, which was derailed while it was running at slow speed. At the time of the accident he was sitting in the smoking car in the same seat with a well known gentleman. After the accident, he conversed pleasantly about it and said to his companion that they were to be congratulated that the train was not running at a higher rate of speed, because in that case both of them might have been injured. As is usual, a number of doctors were called to the scene of the derailment and all of them asked the veterinary surgeon if he had sustained an injury, and he replied that he had not. However, the next day he became suddenly ill and himself diagnosed internal injuries sustained in the derailment. These internal injuries later developed into spinal trouble of a very serious and permanent nature. Suit was filed for \$20,000 damages and the trial of the case resulted in a verdict for \$10,000.

The railway's representatives argued strenuously that the veterinary surgeon was a fraud, but the jury determined every question of doubt in his favor. An appeal was taken to the Supreme Court, which affirmed the judgment, and

soon after it was paid the veterinary surgeon, true to form, got well and again took up his business of horse doctoring. On one occasion, he was found on a platform behind a barn attempting to ram medicine down an obstreperous mule's throat, and in his contest with the mule exhibited very much more physical strength than the average man possesses. For fear that the community had forgotten about the fraud which had been perpetrated upon the railway, the local claim man made a memorandum of all the facts developed in connection with the veterinary's case, as well as the incident about the mule, and handed it to a local newspaper man, who made a very readable story of it and published it in his newspaper. If that story did not interest anyone else, it did interest the twelve men who sat on the jury and awarded \$10,000 of the railway's money to the veterinary surgeon on the ground that he was permanently incapacitated.

Becomes Champion Golf Player

Another case in point. A young switchman from Nebraska claimed to have fallen from the side of a box car in Tennessee. He filed suit in Mississippi. Permanent and total paralysis of lower extremities was also claimed in this case. The jury awarded \$15,000, which was affirmed and paid. The railway's chief defense was that the plaintiff was a malingerer and that the serious and permanent injury claimed was a fiction pure and simple. The large recovery was quite well advertised and no doubt stimulated other damage suits. The interesting feature is that the plaintiff, after getting his money, returned to his home town in Nebraska and improved so rapidly that he was able to take up the game of golf, and later actually won the golf championship in his town. I did not fail to see that this fact was widely advertised in the community where the fraud was perpetrated. One of the jurors who sat upon the case, after reading in a local newspaper about this man winning a golf championship, admitted to me that the members of the jury had been badly

taken in, but would be much wiser in the future for their experience.

Traveling Salesman Wins Suit but Loses Wife and Own Life

I recall another case where a traveling salesman was slightly injured in a collision in which the train on which he was a passenger was involved. He was urged to settle with the railway at a fair and equitable sum, but he said: "That is a fine offer and I have no doubt it would compensate me for my injuries, but I have been told that I could get more at the end of a law suit, and as long as I can get more, I am going to get it." The claim man continued his negotiations for compromise, but the traveling salesman said he had the Company where he could squeeze it and that he was going to exact the full pound of flesh, and he did. At the trial of his case, he testified that he had sustained very serious injuries. He knew that he did not have these injuries, and there was one other besides himself who knew it.

When visions of the law suit and a fortune first appeared to this man, he had a comfortable home and a beautiful and charming wife. He was a happy man, but his false testimony in this damage suit grated upon his wife's mind to such an extent that she lost respect for him. She was a high-minded woman and thoughts of sharing her husband's ill-gotten gain were revolting to her, and she left him.

For a while the traveling salesman lived alone in the little home in which he had formerly been so happy, and there, surrounded by flowers, pines and stately elms, midst the memories of other days, he languished for a while, and then, one day, in his despair, sent his soul unbidden to its Maker. Verily, it is written: "Bread of deceit is sweet to a man, but afterwards his mouth shall be filled with gravel."

This traveling salesman might have lived a full life of unalloyed happiness had it not been for perpetrating that fraud upon the railway. The first newspaper story about this case was inspired

by the local claim agent who had charge of the case and the story then went the rounds of the newspapers.

It Pays to Advertise

In any case where fraud is suspected and a large recovery is obtained upon the claim of serious and permanent injury, the injured person should be watched for some time after the payment of the judgment. If it is found that the person recovers from the alleged permanent injuries, publication of this fact should in some way be made in the locality in which the fraud was perpetrated. Publicity in all such cases occurring throughout the country would in a short time make a deep impression upon the minds of the people generally and this would prove most helpful to the railways in defending fraudulent claims. If kept well informed through publicity, the public will resent impositions upon the railway because the great body of the people believes in fair dealing.

It is, of course, only necessary to specialize upon publicity in communities where injustice has been done the railway. It would not be interesting or even understood in communities where injustice has not occurred.

The question of getting facts before the public is a simple one. The newspapers are nearly always glad to get data for a story that contains news value and will give publicity to such stories. That is one way. Another is to buy advertising space in newspapers and prepare your own stories and run them in this advertising space. Still another is to use pamphlets. I recall an incident which occurred in one of the Southern States in which our lines are located. A great many head of valuable live stock were annually killed by trains on the waylands in this State. In fact, more stock were annually killed in this State than were killed on the balance of the system, although the mileage in the State represented but a small portion of the system. This was resulting in a heavy expense to the railway and a great waste of wealth to the State in the loss of the stock, but the worst fea-

ture was that it was causing derailment of trains, loss of life of employees and injury to both employees and passengers. Our General Manager appealed to the farmers and stock owners throughout the State to co-operate with the railway in the prevention of the killing of this stock. The appeal was published in all the newspapers of the State which were located along our lines. One large land owner, a man who had brought more suits against the railway for stock, fire and dog claims than any other man in the State, took exception to our General Manager's appeal and wrote an open letter, which was published in a local newspaper. This man had filed so many suits against the railway in his home County that it evidently seemed to him unwise to file any more there, so that he adopted the practice of filing suits in two of the adjoining Counties. Altogether he had filed fifteen suits in the three Counties in a short period of time. His published letter gave our General Manager an opening which proved to be of much value because it enabled him to reply and tell all about the trouble and expense the railway had gone to in its efforts to get along with its belligerent neighbor, but without success. A list of the law suits brought by him against the railway was also given in the reply and this reply was published in pamphlet form and circulated pretty much all over the State. Never did any piece of publicity of the kind have a better effect. The correspondence, as published in the pamphlet, was commented upon in the editorial and news columns of the newspapers of the State, and this comment was highly complimentary to our General Manager's position and severely condemnatory of the other party. We have used pamphlets quite extensively on the Illinois Central and have found them to be very effective.

Experiences at St. Paul

Thirty-nine personal injury damage suits were brought against the Illinois Central at St. Paul, Minn., during one year, several years ago. The total amount sued for in these cases was

more than one million dollars. The plaintiffs were from all over the Illinois Central system, from Iowa, Illinois, Kentucky, Tennessee, Mississippi, Louisiana, Alabama and other States. Solicitors representing damage suit lawyers at St. Paul were everywhere on the system. They were well supplied with money and spent it freely with those who could assist them in influencing injured persons to file suits at St. Paul.

The condition was a serious one for the railway. On one occasion all of the officers, and a number of the employees, of one Division were held at St. Paul for more than a week as witnesses in a personal injury damage suit. This very seriously crippled the service of that Division. It was plain that something had to be done to remove the cause of this unspeakable situation which was enriching a few damage suit lawyers at St. Paul, but which was interfering with the service rendered the public by the railway and was proving of no substantial benefit to the plaintiffs who were being induced to leave their homes, where they had the same opportunities for suing the railway that they had at St. Paul, and where the juries were just as fair.

The representative of a newspaper located outside of Minnesota had heard of these conditions and evinced a desire to run a series of stories about the plan being worked by the St. Paul soliciting lawyers, which was playing havoc with a great railway and was also proving a detriment to the injured persons who were being solicited, the taxpayers of St. Paul and reputable lawyers in the communities in which the cases were solicited, for some of the cases would naturally have fallen into the hands of the reputable local lawyers if they had not been solicited and taken away. The only possible beneficiaries from the system were a few soliciting lawyers at St. Paul. Everyone else connected with it was being injured.

The Illinois Central furnished the newspaper in question with most of the data from which a series of stories ex-

posing the methods of the St. Paul soliciting lawyers were written. St. Paul and Ramsey County were flooded with extra copies of the newspaper containing these stories, which proved eye-openers to the people. The St. Paul newspapers took up the fight and ran frequent editorials against the pernicious system which had turned the City's courts into clearing places for personal injury damage suits from the outside. The conditions made it impossible for local litigants to obtain prompt trials of their cases, which were crowded out by the foreign cases. The St. Paul newspapers also devoted much space in their news columns to the trials of these imported cases. The result was that the whole system of solicitation of personal injury cases became so widely advertised that it was not an uncommon thing, when jurors were being examined to sit upon trials of foreign personal injury suits, for them to arise in the jury box and disqualify themselves by saying that they were prejudiced against outside personal injury cases, and would be unable to render a fair verdict. Publication of stories uncovering the methods of the soliciting lawyers became so objectionable to some of these lawyers that they expressed a willingness to recall their solicitors from the Illinois Central if the railway would call off the publicity campaign.

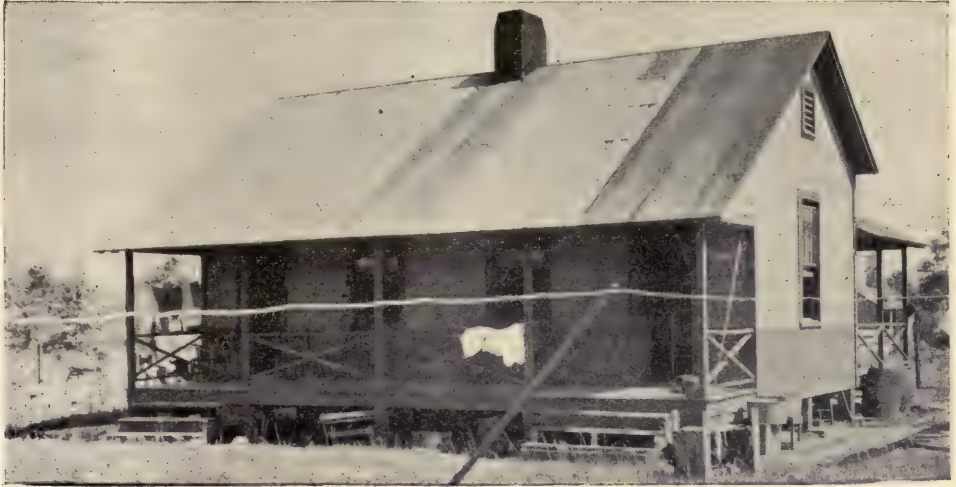
St. Paul was the worst spot for personal injury litigation I ever came in contact with, but there has not been a personal injury damage suit, where the plaintiff lived outside of Minnesota, brought against the Illinois Central in that City for several years. Perhaps that is because of the fact that the Illinois Central still possesses the material for a good many stories about the methods of some of the soliciting lawyers that have never been published.

President Markham a Believer in Publicity

Our President, Mr. Markham, has personally initiated much of the publicity work that has been done on the Illinois Central. He is a great believer in taking the public into his confidence, and does not hesitate to do so at any time a question is under consideration in which he thinks the public would be interested. His policy, which has permeated the entire organization, is to strive to have the railway take a right position on all questions, and when a right position has been taken, to defend that position. In effect he says to his subordinates: "Do the right thing at all times, and under all circumstances and when you think that you are in the right, but are charged with being in the wrong, defend your position, before the public, if necessary." This has resulted in a good many newspaper controversies on different parts of the Illinois Central system, some of which Mr. Markham himself conducted. A number of these controversies concerned claims and litigation. The effect was distinctly good because the position taken by the railway was invariably correct. It must always be so because no railway can afford to defend a wrong position.

The main thing of outstanding importance in the handling of claims for a railway is to let it be understood that its methods of doing business are always open to the observation and inquiry of the community in which the business is transacted. The fact is that no business in the world is more honorably conducted than is the business of a large railway system, and that no Department connected with the organization of a railway system is more particular in regard to conducting its affairs in a straightforward manner than is the Claim Department.

ENGINEERING DEPARTMENT



"Your Home"

Those of you, living in the homes provided by the Railroad Company, should make them the one show place in your community. This can be done by cleaning yards, planting flowers, shrubs and trees.

The flower, loved and admired by all, in properly situated beds, complemented by a group of shrubs, adds beauty and dignity to your surroundings. Beautiful trees add supremacy and also afford the shade that is much longed for in the Summer months.

These things added to well kept premises distinguishes you from the rest in your

community and marks you as men of pride and lovers of the finer things in life.

The Gardening Department is for you—will help you; will furnish you plants and assist in getting shrubs, trees and fruits; will bend every energy and use every resource at their command to make the section house a thing of beauty; make it deserving of the name—Home! My Home.

Write your supervisor, your roadmaster, or the Gardener, make your wants known, let everybody know you are on the job and willing as well as ready to do your bit in cleaning and beautifying.



The Care of Ties

By D. A. Shill, Section Foreman, Gallman, Miss.

There has been enough said about the care of ties which if it were put into book form would make a volume so large it would take a good sized man to carry it.

I have seen ties taken out of the track that would have lasted a great deal longer if they had been allowed to remain in the track. I have frequently used ties in sidings that other foremen had taken out of the main line, and that should have been left in the track two years longer.

Treated ties, especially pine ties, will sometimes look like they are rotten, when they are sound, with the exception of a small place on the top, and when you take into consideration the time and labor spent in taking out such ties it would not be economy to throw away such ties which could be used in sidings.

The time is coming when we will not be able to get the timber out of which to make ties and we will then see the result of our carelessness and will wish that we had not been in such haste to remove ties that were still serviceable; in addition to which there is the cost that the company is put to that could otherwise have been avoided.

In renewing timber we should see that we do not take out ties that will last another year. When tie plates are used, the average life of the pine tie, if treated, is about twelve or sixteen years, sometimes longer if they have been properly cared for by good tamping and proper drainage.

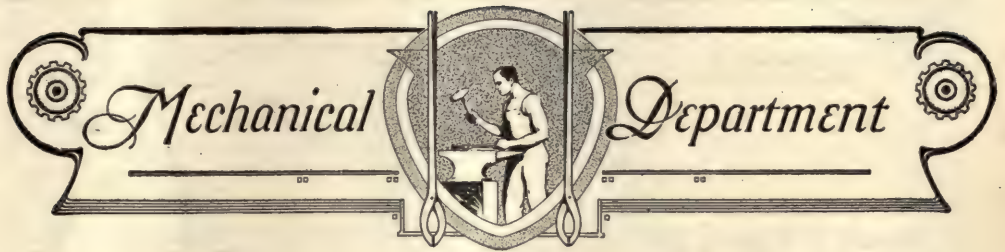
We, as section foremen of record, should see to it that we care for the company's property as we would our own. The cost of a tie from the time that it is cut until it is under the track is something that we all should think about. There are about 3,500 ties to the mile, and the cost of a tie today is about \$1.80 each; this is in the neighborhood of \$50,000 for our entire section and we can, if we do not watch ourselves, throw away a great part of this amount.

In our December issue of the Magazine there was an article on the "Saving of Scrap" and it was one of the best that I have ever seen along these lines. It was pointed out that a man in the service of the railroad company could save his salary if he would use a little time in picking up scrap. When we send our scrap to the store department it is sorted out and sent out again on the line for the very same purpose as it was when new. If we had used about an hour of our time in doing the assorting for ourselves, we could have saved the time of the store department, as well as the handling in transit of this same material. Spikes, bolts, angle bars and nut locks are the items we should take care of.

For fear of saying too much for the first time, I am going to cut this short and look for something better about which to write next time, but if there is a better thing to write about, I would like to know it.



ENTRANCE TO NATIONAL CEMETERY, VICKSBURG, MISS.



Locomotive "Mississippi!"

By W. O. Moody, Mechanical Engineer

This locomotive has finally been returned by the Baltimore & Ohio Railroad Company to its owners. It has been thoroughly repaired, fitted with a new tender similar to the one in the cut and placed in condition for operation under its own steam.

There is good reason to doubt the English build of this engine, but the boiler at least must have been built in England in 1834. The reason for doubting the English origin of the entire engine is due to the fact that in its details it has followed closely American practice then prevailing, and there is no doubt that during its reconstruction certain details of the original design were discarded. For example, there is secured to the under side of the boiler a large brace with a hole through its center, which serves no purpose under present con-

struction, while the link motion valve gear is comparatively modern and not in general use during the 30s.

During the period which this engine was built there was a firm in New York by the name of Dunham & Company, who made locomotives by assembling, having the parts made at various shops and importing other parts from England. It is on record that a Mr. Dougherty assembled one of this firm's engines at Natchez in 1836, to which point it was shipped by water. The photograph, which illustrates this article, represents the locomotive as received from the South in 1891 or 1892, with Mr. James A. Hoskins, of Brookhaven, Miss., who presented the engine to the I. C. R. R., standing at the throttle.

In one record we are informed that the





OPERATING TERRITORY OF THE LOCOMOTIVE MISSISSIPPI

engine operated on strap rails 18'-0" long, which were purchased in England. This must have been the Mississippi R. R. Co. (Natchez & Jackson) later the Mississippi Valley Railroad.

This engine during its active career operated on a number of railroads, both in through service and switching.

"The Mississippi R. R. Company (Natchez & Jackson) laid 24 1/2 miles of iron track." "A tornado in 1840 destroyed some of its extensive buildings." "Its locomotive, the first in Mississippi, was exhibited at the Chicago Exposition in 1893."

This engine with a train was in service on this road in May, 1837. Other authorities state that it also operated during 1836-1837-1838, on a line between Natchez and Hamburg (Natchez & Hamburg R. R.), a distance of about nineteen miles. When the financial crash put a stop to operations on the railroads in this region in general, the history of the Mississippi was lost up to the years 1873 or 1874. This engine was in service on the *Mississippi Valley & Ship Islands R. R.*, built under charter of the Mississippi R. R. and transferred from the Grand Gulf & Port Gibson, between Warrenton and Vicksburg, a distance of about eight miles, during 1873 and 1874.

At that time the engine was known as the "Camel Back," while a Mr. Harper acted as superintendent, master mechanic and conductor of its single train with John Rodgers (colored) officiating at the throttle.

At this period the engine had no cab, while the tender consisted of a round cypress water tank mounted on a flat car with the wood fuel piled in rows on the car floor.

Three (3) men constituted a crew, consisting of an engineer, foreman and wood chopper. Rodgers ran the engine onto a siding near Warrenton to tie up his train, due to the main line being out of commission, got excited, forgot to close the throttle, with the result that the "Mississippi" landed in a deep mud bank, from which it was rescued in 1880 by Mr. Hoskins and sent to Brookhaven for repairs and rebuilding. Mr. Hoskins was building a narrow gauge road from Vicksburg to a place called Kleinstown on the Mississippi river at that time. This was the old steamboat landing territory immediately south of Vicksburg city limits, named for John A. Klein, president of the old Mississippi Valley Bank.

The engine from this date until about 1890 did switching service on the "Hoskins Branch" at the gravel pit and saw mills, a run of about seven miles extending east of Brookhaven (The Meridian, Brookhaven &

Natchez R. R.), the line being acquired by the I. C. R. R. in 1891.

This engine was given thorough repairs, painted, etc., at McComb shops by the I. C. R. R., and under its own steam made the run to Chicago, where it formed an important part of the Transportation exhibit in the Transportation Building of the World's Columbian Exposition in 1893. It was also on exhibition, without its tender, at the St. Louis World's Fair in 1904, from whence it was taken East by the B. & O. R. R. Company, to finally conclude its travels at Burnside shops on its home road.

To those who are familiar with locomotive proportions, a few of its principal dimensions may be of interest:

Cylinders $9\frac{1}{2}$ "x16"
Diameter Drivers over tires (2" thick)....43"

Steam Pressure 150 lbs.
Grate in inches..... $34\frac{1}{2}$ "x $26\frac{3}{4}$ "
Grate area in sq. ft..... 6.4
Boiler diameter in inches..... $26\frac{1}{2}$
Tubes—Number, dia., length 51, 2"x7'7" long.
Wheel Base 4' 8"
Weight 14,000 lbs.
Axle diameter $4\frac{1}{2}$ "
Tractive Effort 4,821 lbs.
Piston Rod Diameter..... $1\frac{5}{8}$ "
Main Crank Pins..... $2\frac{1}{4}$ "x $2\frac{1}{4}$ "
Steam Ports—Inches $6\frac{7}{8}$ x1
Exhaust ports—Inches $6\frac{7}{8}$ x $1\frac{1}{2}$
Valve lap—outside; inches..... $\frac{3}{8}$
Valve travel—about; inches 3

For assistance in collecting facts relating to its early history, thanks are due to Mr. Dupre' of Vicksburg, and Mr. Hoskins of McComb, Mississippi.

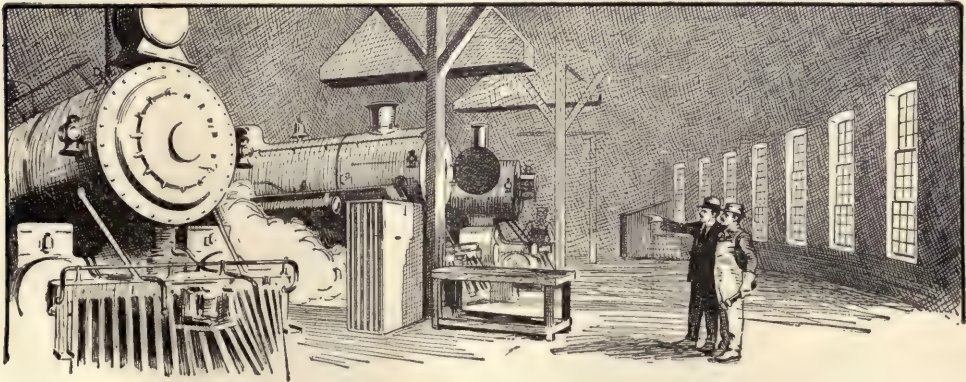
Fuel Conservation

The railroads of the United States consumed during the year 1919, 165,000,000 tons of coal, requiring 3,300,000 fifty ton cars to carry it. These cars, if coupled together, would make a train 28,125 miles long or a greater distance than the circumference of the earth at the equator.

By saving one scoop full of coal out of

each ton, 1,237,000 tons would be conserved—worth approximately \$4,948,000, as well as releasing 24,740 coal cars now so badly needed in commercial service to earn the money required to pay the wages of its employees.

—Save a scoop-full—



Purchasing & Supply Department

Handling Scrap

By W. P. Stewart, Scrap Yard Foreman,
Burnside, Chicago

The handling of scrap is deserving of much more consideration than is ordinarily given it on a railroad.

First it is necessary that all material finding its way to the scrap docks should be closely inspected as to grade, also that all serviceable material found therein should be reclaimed; and where sorting is necessary, in order to meet sale specifications, it should be done.

From this you will readily see that a car of mixed scrap, which it is necessary to rework thoroughly, is often a very expensive article when completed owing to the amount of labor consumed.

There has never been any device known for sorting scrap that will take the place of the human hand and brain; consequently that hand and brain should be trained and facilities provided so that when a piece of scrap is handled it may be properly classified and thrown into its corresponding pile with one operation, thus eliminating future expense in sorting and handling.

It is frequently remarked that such a system is all right at a large dock but impractical at a smaller one. In my opinion there is little or no difference between the large and small docks, except in the amount of material handled. The operations are identical and where new or serviceable material is permitted to come to the general storehouse in scrap cars it not only costs more to sort the good material out of the car than at the originating point, where it can be spread out, but in addition we have the cost of hauling the reclaimed material back to its point of origin for use.

Small points shipping less than carload lots and points where it requires the entire accumulation of several classes to make

a car load should see that the different classes are separated in the car with bulkheads between. By so doing, we are often able to transfer an entire car with a magnet, without any of it touching the ground.

A great deal of attention is paid to the proper handling and storing of new material and great care is exercised to prevent loss, yet it is surprising how much new material which has never been used and serviceable material which will take the place of new at a much lower price, finds its way to the scrap dock.

Many of the new castings found have evidently been scrapped on account of becoming rusty, when with a coat of thin black paint or oil, they could have been preserved and made attractive to the prospective users. There is always an accumulation of new bolts, nuts, rivets, washers, nails, etc., at the scrap docks, which can only come through carelessness in cleaning up, or the possible idea that it is more important to clean up the shop than to care for the materials thus uncovered.

It is the duty of each and every one of us to see that nothing comes to the scrap dock, until it has served the purpose for which it was designed, remembering that every piece of scrap was once new for which full price was paid and if, when found in the scrap, there is evidence that it has never been used at all or has not fulfilled its full term of usefulness, then we must admit that we have been careless in handling the company's money and that we are entitled to criticism.

If this spirit was shown by all Departments, it would not be many days before the results would show at the Burnside Scrap Dock.

Things We Should And Should Not Do

Don't keep a busy employe waiting by failing to answer the telephone promptly.

Be polite, it pays.

Think twice before you speak.

Why leave that paint bucket in the way

for someone to stumble over. Paint is worth as high as \$3.00 and \$4.00 per gallon.

Keep the material off the ground; put something under it, it costs money.

Keep 1,169 reports, of material receipts,

moving. Shippers cannot be paid for material promptly unless you are interested and make reports promptly.

Watch all kinds of brass, including scrap brass. Keep it locked up. Do not let it accumulate, keep it moving. The scrap dealer is anxious to purchase brass.

Make your steps count; use your head. When you are through with that ladder take it down it might fall on your head.

It is just as easy to keep a place tidy as untidy. Try it.

Why put it up to the other fellow; the other fellow is the railroad.

Keep your eyes open and your mouth shut, it pays.

Tell your troubles to a lawyer, he will listen to them. Why bother others with them.

Good-bye—will see you in July issue.

Roll of Honor

Name	Occupation	Where Employed	Yrs. of Service	Date of Retirement
J. K. Earl	Foreman (B&B)	Kentucky Div'n.	21	1/31/20
Edwin P. Béan	Clerk	Burnside	28	3/31/20
Robert Buckles	Agent & Operator	LeRoy, Ill.	31	2/29/20
Robert L. Petrie	Engineman	Freeport, Ill.	32	2/29/20
John W. Bobbit	Engineman	Paducah, Ky.	19	2/29/20
William Bennett	Switchman	Chicago, Ill.	22	3/31/20
Allen Jones (Col.)	Laborer (B&B)	Mississippi Div'n.	20	4/30/20

Strange Power of a Colored Man Employed as Car Repairer for the Y. & M. V. at Memphis

For several months past murmurings have been reaching Chicago about a very remarkable colored man, Rev. Willis Watson, who is employed as car repairer for the Y. & M. V. at Memphis. It was said that this man possessed a strange power in that he could blow his breath upon a handkerchief and set it afire, or that he could set fire to other materials by simply holding such materials in his hands and blowing his breath upon them.

Louis Ogilvie, Special Claim Agent at Memphis, was the first member of the Claim Department to discover this remarkable man. He saw him burn handkerchiefs by blowing his breath upon them, and he told the story to his friends, and although they had great faith in Louis, they rather doubted what he said about the power of the colored car repairer, who, while not on duty as a car repairer, devotes his spare time to performing the duties of minister of the gospel.

When Mr. Ogilvie found that his friends rather doubted him, he produced the colored man, who demonstrated his peculiar power in their presence.

General Solicitor Burch heard of the remarkable power of this man and later witnessed a demonstration of it. He then told some of his friends about it, and although Mr. Burch is never doubted about other matters, his friends thought that he must be mistaken in this case. Mr. Burch then had some of his more intimate friends, including doctors, lawyers, bankers and others, assemble at his office and there he produced the Rev. Willis Watson, who showed his power in a manner which, although baffling to those present, could not be doubted in any respect whatever.

President Markham happened to be in Memphis recently on the same day Judge Dickinson, formerly General Counsel of the Illinois Central, was in that city, and they were told about the remarkable powers of the colored man, and

like others they were dubious about it. The colored man was produced and demonstrated his powers to them.

Judge Dickinson was so interested that he reported what he had seen the colored man do to the members of the Wayfarers Club at Chicago, a club composed of very eminent professional men and scientists. The members of the club expressed a desire to see for themselves what the colored man could do and accordingly arrangements were made to have him attend a meeting of the club at Chicago on the evening of the 25th ult. Messrs. Burch, Sivley, Sprague and Ogilvie accompanied the colored man to Chicago.

When this remarkable man arrived in Chicago, he was first brought to the offices of the Claim Department, where he burned several handkerchiefs by blowing his breath upon them in the presence of the members of the Department. He was then taken to the offices of General Counsel Horton, where he did the same thing in the presence of the members of the Law Department.

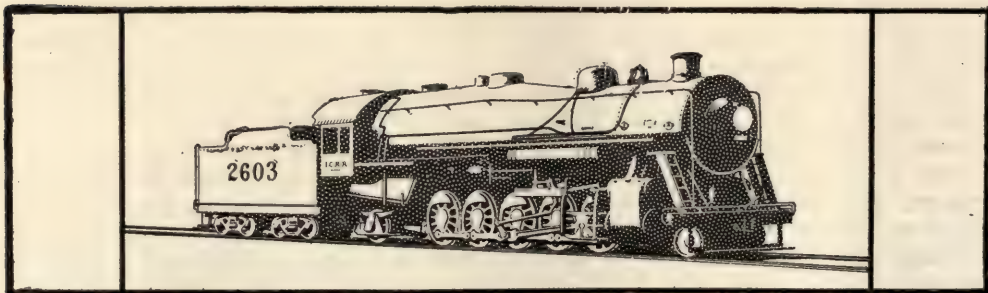
On the evening of the 25th ult. he appeared before the members of the Wayfarers Club and was introduced to the members of the club by Judge Dickinson and Mr. Burch. They explained the remarkable power of the man and he demonstrated that power before the club.

A committee of scientists who were at the meeting of the club looked the man over, but could make no explanation whatever of his strange power. This man will give no demonstrations for money. He is interested in a church



Rev. Willis Watson, colored, Memphis, Tenn.

which he is helping to build at Memphis and accepts contributions for his church, but that is all. He has been employed by the Y. & M. V. for twenty-four years. At one time he was employed as fireman for W. H. Watkins, locomotive engineer, who later became master mechanic at Water Valley, Miss., and at Memphis, Tenn., but who is now deceased. He is a very plain, humble and unassuming man. He does not understand his power, nor does he seem to attach much importance to it. His mannerism indicates that he thinks it strange that other people should be so much interested in him.



The Sincere Worker

By Joseph S. Terry, Train Dispatcher, Vicksburg Division

One who thinks not before he acts or who substitutes words for reason is dangerous to his own and public welfare. This is quite illustrative of a large per cent of people today whose vision is unable to pierce the veil of universal cause which has produced and effected a new world order of things.

Thinking people in 1920 cannot contribute as freely to opinions representing the character of the economic world four years ago as conditions at present permit them the exercise of elaborative intelligence in determining an equitable basis upon which to figure results and bring to view the scale of profit and loss in the operation of every enterprise today, both public and private. The great crisis just past has indeed removed the world quite in advance of its position regarding every phase of four years ago. People in general are even amazed yet at the introduction of new changes in our economic status. While these sudden changes may be overwhelming to the mental perception of quite a few whose desires by nature constantly impel them to self denial, and they may impose the impression that quite an extent of individual freedom has been restrained even from a universal view point when reference is cited to the fact that the potential supply of many commodities is equal to if not greater than the potential demand; the fact is overlooked that the cause which wrought this effect perhaps has its definition in the degree of disorganization our industries and corporations suffered by the subtraction of practically three million youth from America which conservatively may represent fifty per cent of the operative and productive forces of American enterprises at that time.

The world is at work now. Big businesses no longer see through a glass darkly, but face to face with both the odds of present day problems and their opportunities to overcome them. What is most essential to the solution of individual and commercial problems today whose character may appear insidious to our past views and habits is one hundred per cent organization. The danger of moral collapse is ever present; it is human disposition to seek the course that offers the least resistance. The success of world endeavor today depends upon intelligent thinking before energy is committed to action; the reconstruction of our economic fabric depends upon the foresight and patience of every loyal mind to refrain from agitation which retards the will

of others associated toward the execution of the best laid plans. While obstacles may prevent temporarily the rapid progress many may wish to enjoy in financial ways, the thought is comforting that the means with which to overcome those obstacles are superior both in extent and quality than have been the advantages attending similar circumstances of any past age or time.

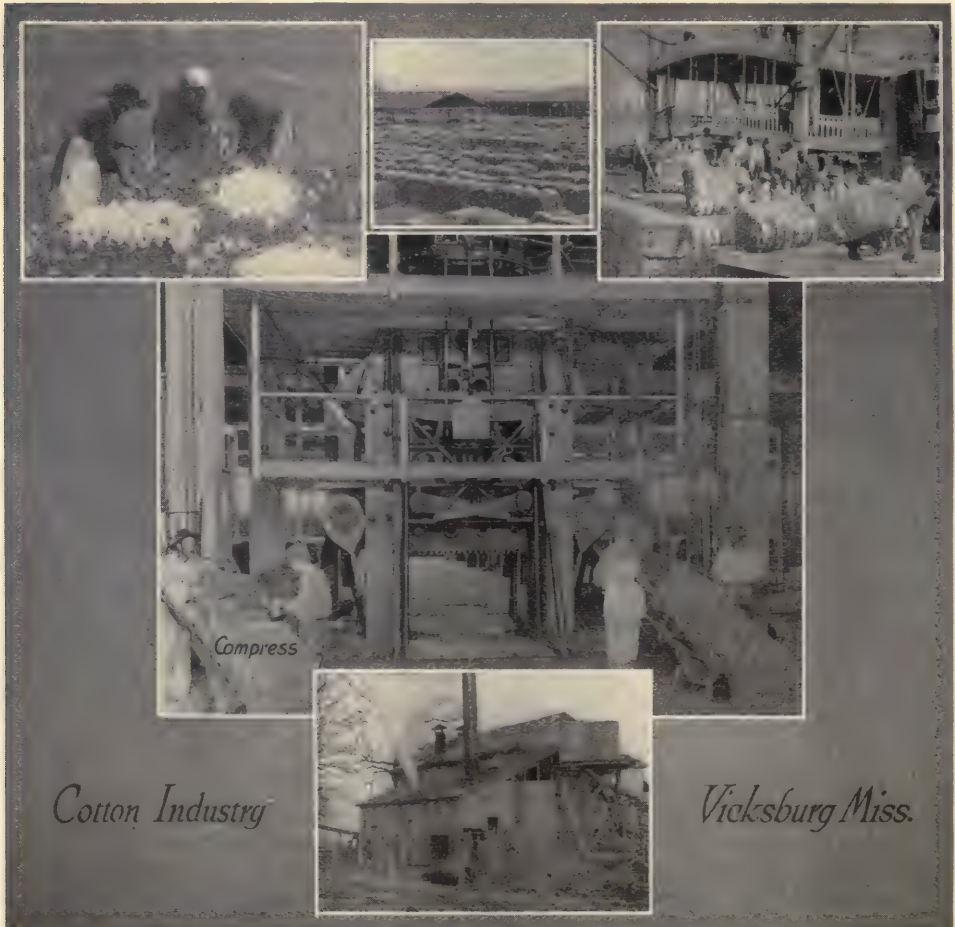
Satisfaction is the best healing for any mental wound. Two kinds of satisfaction seem to distinguish a great majority of people—one being satisfied to let things go as they have always; the other which is identified and finds expression in a constant vigilance toward the interests of his own concern or those of his employer. The former is a parasite, the latter a live and useful worker and citizen. No one can establish a decent respect for the man who says that so long as the boss doesn't worry why should he. The employee or man in any private pursuit whose attitude is thus defined, declares himself on the very face of his deeds to be worse than an infidel. The railroad company, as well as any other corporation, demands the loyal vigilance of its employees, and reposes in them its confidence to transpose conditions of disadvantage into those of advantage and efficiency in order that the best service may be given to the interests of the people through whose territories its lines traverse. The train dispatcher, yard master, conductor or track man whose sincerity is limited by a personal vision of his individual capacity and relation to the railroad, and becomes a passive element in the great scheme of organization by which it is operated is dangerous to himself, to his community and to his employer. The man who is always crying "Helotism" may be charged with reducing himself to such a condition and frame of mind. No man is bigger than his opportunity, neither is anything in creation more powerful than the force that created it; therefore, our results in any enterprise cannot exceed the character of organization or genius producing it.

As an employee, I enjoy a pride in the fact that the Illinois Central Railroad Company emerged from Government control in better condition in every way to proceed under private management than any of the others affected. This invites attention to the fact that our management is not asleep, never has been nor never will be. The character of operation distinguishing the

Illinois Central from all other roads can best be seen in the loyal interest manifested by its employees. The Illinois Central regards this with no small concern, because in the aggregate, the efficient operative and constructive forces of its lines serve as the sensory point of communication between the general public and management. Each employe will continue his endeavor to fight against every odd incurred through the fateful disasters of the past four years, and resolve to become initiative to what ever

extent such may serve the interest and progress of our country being affected as it is by the character of organization in railroad and all other commercial pursuits.

The future is before us, let us make it and not fall victims by the wayside where the strong pass and tread upon the dry bones of moral cowards. "He can who thinks he can," therefore, no greater accomplishment can characterize a man than his willingness to succeed and through that willingness realize his ambition.



Meritorious Service

CHICAGO TERMINAL.

Towerman D. F. Peterson, Riverdale, has been commended for discovering and reporting brake beam dragging on extra 1590, passing Riverdale interlocker April 24. Train was stopped at Harvey and brake beam removed, thereby preventing possible accident.

During April Gatekeeper A. Vandewater lifted employe's suburban pass account having expired. Passenger purchased other transportation.

Flagman C. W. Jacobson on train 107, April 17th, lifted employe's suburban pass account being in improper hands and collected cash fare.

ILLINOIS DIVISION.

Agent L. P. Cailey, Danforth, has been commended for discovering and reporting brake beam dragging in extra 1577, April 29th. Dispatcher was notified and train was stopped and defect remedied, thereby preventing possible accident.

Engineer M. Clancy, Champaign, has been commended for discovering and reporting C. & A. car 43424, moving as empty coal car May 13th to be loaded with brick. Car was cut out and forwarded to destination, thereby preventing unnecessary delay.

Mr. G. F. Ricketts, Monee, has been commended for discovering and reporting sugar leaking out of car, extra 1690, May 7th. Prompt action undoubtedly prevented large claim.

Mr. J. M. Purtil has been commended for discovering and reporting C. C. C. & St. Louis 35208 improperly stenciled. Arrangements were made to have car restenciled.

Conductor J. J. Monahan, Champaign, has been commended for discovering and reporting cars improperly stenciled. Arrangements were made to correct same.

Fireman W. H. Atkinson, Champaign, Ill., has been commended for discovering and reporting bolts gone from angle bars at Third Street Crossing, north of Onarga, while on extra 1599, April 21st. Section foreman was notified and repairs made, thereby preventing possible accident.

Operator J. Neusel, Guthrie, has been commended for discovering and reporting brake rod dragging under car in extra 1710 north, May 21st. Train was stopped and equalizer taken down. This action undoubtedly prevented possible accident.

Conductor D. S. Wiegel on train 2, April 5th, and train 25, April 28th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to the passenger department for refund on tickets.

Conductor E. M. Winslow, train 4, April 24th, declined to honor card tickets account having expired and collected cash fare.

ST. LOUIS DIVISION.

Conductor W. C. Walkup on train 624, April 8th, and 623, April 27th, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

SPRINGFIELD DIVISION.

Section Foreman J. W. Coffey, Vandalia, Ill., has been commended for discovering and reporting defective arch bar on car in extra 1682 south. Necessary attention was given defective arch bar, thereby preventing possible accident.

IOWA DIVISION.

Conductor W. P. O'Hara on train 12, April 30th, lifted trip pass account having been altered. Passenger refused to pay fare and was required to leave the train.

MISSISSIPPI DIVISION

Conductor C. M. Anderson on train 23, April 3d, lifted trip pass account being in improper hands and collected cash fare.

LOUISIANA DIVISION

Conductor R. D. Robbins on train 6, April 17th, lifted 54 ride monthly commutation ticket account having expired and date of sale having been altered and collected cash fare.

Conductor L. E. Barnes on train 5, April 16th, lifted trip pass account having previously been used for passage and collected cash fare. On train 5, April 18th, he lifted term pass account identification slip form 1572 having been altered and collected cash fare.

Conductor R. E. McInturff on train 31, April 20th, lifted 30 trip family ticket account being in improper hands and collected cash fare.

MEMPHIS DIVISION.

Foreman J. W. Cooper, Lake Cormorant, Miss., has been commended for discovering and reporting brake beam dragging on

Frisco 222, train 865 north, May 15th. Conductor was notified, train was stopped and brake beam removed, thereby preventing possible accident.



BUST OF MAJOR-GENERAL MARTIN L. SMITH, C. S. A., VICKSBURG NATIONAL MILITARY PARK.

Division News

OFFICE OF AUDITOR STATION ACCOUNTS

By G. A. R.

In the realm of evolution the inevitable changes are ever taking place, and it can be said it never makes a mistake. For the betterment of its own laws it is always advancing. In this connection most all are aware, ere this, of the official changes within our fold. L. B. Butts, being appointed Assistant Auditor of Freight Receipts; S. J. Lawshe, formerly chief clerk and also for many years General Traveling Auditor, was appointed Auditor of Station Accounts. The expression of those personally acquainted with these gentlemen is that the company made a wise selection in these appointments.

Other changes made in the office force are as follows: C. L. Hodgdon, Chief clerk; O. W. Enholm, head clerk; O. A. Hulsberg, general accountant; and E. J. Rottman in charge of group of agents remittances and ex-agents accounts.

E. B. Turner, one of Princeton's (Ky.) shining lights has accepted a position as uncollected investigator.

Did you ever hear of Mattoon? It might be said "believe me it is some town" or better still just leave it to Miss McFadden to describe its many beautiful attractions. No doubt she has many things in common in that "Beautiful Isle of Somewhere."

Miss Florence Crane, formerly of the So. Pac. Ry., in San Francisco, Calif., has accepted a position as clerk. She expressed herself as being highly pleased with the harmonious working conditions of our office.

Traveling Auditor, U. G. Durant has taken the initiatory degree in our office and is now one among us. His many friends on the Springfield division will miss his pleasant smile.

Misses Jensen, Nelson and Treasy spent Decoration day in Memphis.

This short and "eleventh hour" news is made up on the eve of the writers departure for a vacation trip on the Rocky Mountain Limited to Denver via C. R. I. & P. Let us hope for a pleasant journey and anticipating of being with you in next issue.

SPRINGFIELD DIVISION

Mr. W. E. Briggs, of Freeport, was a Clinton visitor recently.

Claire Gray spent several hours in Bloomington recently.

Miss Jennie Gleadall and Mrs. H. M. Gleadall were Bloomington visitors recently.

Miss Helen Benson spent the past month in Eldorado Springs for the benefit of her health. Helen is reported as feeling much better. Mrs. Frank Franek worked in Miss Benson's place during her absence.

Mr. S. G. McGavic and family visited in Pana over the week end.

Mrs. Mary Carroll and daughter spent Saturday afternoon in Decatur.

Miss Josephine Young visited her parents in Oconee recently.

Frank Craddick, who was employed for some time at the Clinton freight house, has been transferred to a similar position at Pana, Ill.

Fred Perkins, who has been off on account of sickness, is able to be on duty again.

Curtis Borton, who was off on account of having his foot mashed, is able to be on duty again.

There has been two additional positions opened at the Clinton freight office, created to handle perishable freight and reports incident thereto, W. F. Goff working as night clerk and E. R. Evey as day clerk.

Charles Masterson and wife spent the week end in Lake Fork.

Gene Owens, who has been platform foreman for several years, has resigned and taken up other duties. The vacancy has been filled by Fred Leasure, who was transfer clerk.

Miss Della Morrison spend Sunday with her parents at Oreana.

Superintendent Patterson, of Champaign, was in Clinton Tuesday morning.

Miss Nora Banks was a Pana visitor last week.

Mr. Lowder, of Chicago, was in Clinton Wednesday looking after company interests.

Mr. Thompson, of Chicago, was in Clinton Wednesday.

Miss Helen Benson visited friends at Villa Grove last Sunday.

Miss Grace Jasper has resigned her position with this company and accepted a stenographic position with the C. P. & St. L., at Springfield.

Benard Murphy is working as ticket clerk at Decatur.

J. A. Vallow, Harry Macon and C. L. Frazier were in Bloomington last week attending Masonic meeting.

Miss Clara Hoyt was a Bloomington visitor Saturday afternoon.

Mrs. Harry Macon visited in Decatur Friday afternoon.

Mr. and Mrs. A. L. Vallow visited relatives in Patoka over the week end.

Mrs. Cathrine Henson was a Decatur shopper Saturday evening.

Roadmaster Russell has returned to Clinton from St. Louis.

Mr. and Mrs. Frank Franek were Chicago visitors recently.

Adane Bowles and Claire Gray were Springfield visitors Sunday.

Mr. and Mrs. Ford Fisher have returned from Hot Springs, Ark., after a few weeks' stay there for the benefit of Mr. Fisher's health.

Mrs. Roy Warrick has returned to Clinton after spending a week in Detroit attending White Shrine meeting.

Mr. O. S. Jackson has returned to Clinton after spending several weeks in St. Louis.

Mr. Hal Harp, of Decatur, visited in Clinton Sunday evening.

Traveling Engineer Zanies has returned to the Springfield Division from St. Louis.

Superintendent Shaw and Chief Dispatcher Mallon were business visitors in Decatur Monday.

Mr. and Mrs. Dean Moore visited relatives in Decatur last Sunday.

Mr. Ed Rundle was a business visitor in Bloomington Saturday evening.

INDIANA DIVISION.

On May 6th some of the General Officers visited the Indiana Division, riding from Effingham to Indianapolis. They were Messrs. L. W. Baldwin, A. E. Clift, A. F. Blaess, R. W. Bell, and J. J. Pelley.

Mr. S. S. Morris spent a few hours in our offices one day this month.

Chief Clerk R. G. Miller attended the funeral of a relative in Carbondale recently.

Misses Lucille Yount and Florence McShane were on the sick list several days this month.

May the greenhouse at Lincoln, Ill., that furnishes those roses to our trainmen live forever and ever!

Mrs. F. D. Mitchell (File Clerk) and husband spent a Sunday in Paris, Ill.

Harry Lidster, Clerk in Chief Dispatcher's Office, prefers shoveling coal to "doing figgers" and expects to be a full fledged fireman in a few weeks. Miss Marguerite Smith will succeed Harry.

With all the polishing Tom and Neal are doing on our office building these days, inside and out, we hardly know the place. Have you all noticed the difference?

Mattoon Shops.

The Store Department at Mattoon has received a new "Ford" truck to be used for handling supplies between the station and storeroom. We haven't yet decided on the "chauffeur," but think it will be the stenographer, as it is about her "size."

Mr. R. E. Downing, Storekeeper at Mattoon, Ill., has returned to office duties after serving as brakeman in Peoria yards. Mr. Downing is somewhat thinner and very much "tanned." However, he says he much prefers office duties, as it is much more refined.

Mr. Lloyd Harris is a new clerk in the office of Master Mechanic Bell at Mattoon, Ill., being transferred from the Special Accounting Force.

Mr. Aubrey Tate has accepted the position of timekeeper in the office of Master Mechanic Bell at Mattoon, Ill., being transferred from the Special Accounting Force.

Mr. Garland Leach has been transferred from Palestine, Ill., to the office of Master Mechanic Bell at Mattoon as clerk. Mr. Leach is not as "tame" as before going to Palestine for employment, and still has a longing in his heart for the "Wilds" of said place, just like other clerks whom Mr. Leach succeeded. "Why?"

Mr. Leo Jobe, assistant accountant in the office of Master Mechanic Bell, Mattoon, Ill., has been transferred to Palestine as clerk, to assume the full responsibility of the office of the general foreman. They say Mr. Jobe is "right on the job," as he always answers the roll call at the station when the trains pull in.

Mr. Norton Parks, clerk in the office of Master Mechanic Bell, is taking a 30-day leave of absence.

MINNESOTA DIVISION.

Misses Hilda Blichman, Evelyn Uhr, Angella Hauptert, and Camillus Collings recently spent the week end in Chicago.

H. G. Duckwitz recently spent a few days with us in Dubuque.

Mrs. Jump, after spending several months in the south, has returned to her home in Dubuque. Must be some attraction here, because she is going back again soon.

The division accountants entertained their friends at a private dancing party at the Elks' ball room, May 7th. Everyone in attendance reports having a very good time.

Miss Angella Hauptert, accountant, took a flying trip to Mason City to attend her brother's wedding.

B. L. Bowden, recently appointed supervising agent of the Minnesota division, has assumed his duties at Dubuque, after spending several weeks switching in Chicago.

Mrs. E. C. Russell, wife of the chief dis-

patcher, must like the wild and wooly West. She has again deserted her husband for Wyoming.

Frank Meyers, messenger in the superintendent's office, spent the week end in Rockford. Perhaps that is all he did spend, because all he told us about was the bridge.

Mr. H. Rhodes is acting roadmaster on the Minnesota division until Mr. McNamara's return.

Ed Lynch, chief clerk to the roadmaster, spent the week end in Chicago. Ed likes to give them the "once over" in the big city once in a while.

T. M. Joyce, conductor on the West End Clipper, has started a new fad. He is wearing a new uniform of three colors. No, not red, white and blue, just blue.

Miss Margaret Walsh, formerly of the C., M. & St. P., has accepted the position of supervisor's clerk at Dubuque. We now have two Margaret Walshs with us.

The Girls Friendly Society of Dubuque recently staged a minstrel show in which Lenna Lightcap, stenographer to the chief clerk, took quite a prominent part as a singer. This was Lenna's first appearance in grand opera, but news of her success was carried throughout the state, as a week later she was called to Cedar Rapids to sing in a quartet there. From all reports this was also successful. We are all anxiously waiting to see where she goes next.

If any one wonders whether the sun can burn you in May, ask Vivian Brand. She knows from experience. Vivian canoed from Dubuque to Davenport, Iowa. She will hold an umbrella next time.

W. H. Collings, accountant in the freight office at Dubuque, has accepted a position as assistant manager of the Belsky Cook Motor Company in this city. Harold LeVan has succeeded him.

Friends of Miss Grace Phillips, cashier at the freight house, Dubuque, will be pleased to hear of her engagement to Leo H. Stearns, of the U. S. Navy. He is at present on the U. S. S. Worden, one of a fleet of destroyers doing duty at the Mexican border. Before entering the Navy Mr. Stearns was a clerk in the superintendent's office.

Mrs. J. E. Allison, wife of the freight agent, has returned to Dubuque, after undergoing a serious operation in Rochester.

Ethyl Lassance, clerk in the freight office, Dubuque, entered into amateur theatricals on May 19th. She starred in "What Became of Parker?" From all reports we expect to see her name on Broadway soon.

Jim Lovell, chief clerk in the Waterloo yard, says his new motorcycle works fine now. It has only cost him \$20.00 for repairs so far, caused by trying to move a coal box off the company's property.

Nearly all of the force attended the Yankee Robinson, which showed at Waterloo, May 13th. Gee, but it is great to smell the peanuts and see the sawdust again. Must be pretty near summer.

Kathryn Quinn, clerk at Waterloo yard, does not seem to lose much weight. We advise a long walk either before breakfast or after supper.

They moved the Waterloo yard office back about ten feet, and when they got the rollers under it and it started moving Kathryn Quinn got sea sick. She wonders if the rollers on the ocean are as bad.

O. H. Conca, station helper, from St. Ansgar, "Bumped" Jud Joyner, correspondence clerk, Waterloo yard, but he only stayed a day and one-half and that is the last we saw of him. So Jud is still on the job.

H. C. L. did not stop Herb Ellis, second trick clerk on the bill desk, yard office, Waterloo, when it came to repeating, "I do." "Herb" has not come across with the "smokes" yet, but we think it is a fact, as he was away on an extended trip, and it was rumored that he had finally taken the fatal step. All the bunch wish you luck and happiness, "Herb."

We are sorry to lose John Joyce, O. S. & D. clerk, freight office, Waterloo. While the freight office is the loser the Western Weighing Association is the gainer.

F. A. Bradford, conductor, who has been in Albuquerque, New Mexico, during the winter, on account of ill health, is expected to return in the near future and take up his duties on run "60-51," between Waterloo and Freeport.

Owing to the heavy business two new positions as yard clerks at Waterloo have been temporarily created. Positions are now filled by two competent men, and we hope to retain them in the service permanently.

Mr. H. O. Dahl and H. C. Wood, yardmasters at Waterloo, have returned from Chicago, where they have been switching for the past two months. We are glad to see them back, and they may be sure there is enough business to keep them busy.

H. G. Crowther, chief accountant for the past 13 years in the master mechanic's office, has resigned his position and is going into business for himself. He will be located on the corner of Fourth and Saxon, formerly known as "Sipes," and we all wish him the best of success in his work. We all expect to be well supplied with cream this summer, as he keeps a big supply of Klim on hand at all times. If you haven't used any better get a can on trial. It is fine.

Walter Larson, who has had charge of circulars 101 and 109, is succeeding him, effective June 1st. This is the fellow the girls all liked, but he finally married one of them.

so it is a settled fact that the rest will have to give up in despair. However, we know he will make good, since he doesn't have the girls to bother with.

Arthur Edwards, only son of Engineer C. R. Edwards, is now timekeeper in the back shop. If he is anything like his dad he will sure make good.

Venette Buxton, stenographer in the master mechanic's office for the past two years, resigned her position on May 1st, to go to housekeeping. She has promised us all an invite over to give us a treat. We are patiently waiting.

She will be succeeded by Hazel Hoium, niece of Engineer J. A. Brooks.

Ray Barnes has accepted the position of timekeeper in the round house, being formerly employed in the car department as a clerk. Ray says he is going to school on his bonus and take up law, but we think with his wife and baby, Robert, he will have all the law necessary right at home.

Mr. Heald, Y. M. C. A. secretary, is home and back on the job again after an operation at Rochester, Minn. He is looking fine and we hope he may continue to do so.

Raymond F. McLaren, formerly stenographer in this office, who has been in military service for the past three years, is back on the job in the car department at Waterloo. Here is another one of our boys whom leap year got the best of. So Raymond can't flirt with the girls any more.

Mr. H. L. Day, known as "Happy," was officially installed May 1st, as agent for the I. C. at Galena. Mr. Day was contracting freight agent for several years at Peoria, Ill. Later he moved to Galena, taking a position as chief clerk at the Union Station at Galena. While acting in this capacity he made many friends. He is no doubt qualified to fill the responsible position to which he has been appointed. Mr. Day states that he will at all times be willing to serve the public to the best of his ability. All his friends on the Indiana division will, no doubt, be pleased to hear of his promotion.

The H. C. L. is not scaring the Dubuque boys. Grace McDonald, one of our accountants, we notice is wearing a diamond.

M. J. O'Meara and L. J. Melloy, trainmen, went to Chicago to have their pictures taken. If you could see the pictures you would be as anxious as we are to know who the photographer was, as it is certainly flattering.

The Minnesota division is certainly blessed with talent outside of opera singers and Broadway stars. We have a baseball team. They met the C., M. & St. P. team at Columbia College grounds, Sunday, May 16th. Ask them what the score was.

KENTUCKY DIVISION

On May 21st there was organized at the Illinois Central Railroad Shops, in Paducah, a railroad band and orchestra.

A good deal of musical talent exists among the railroads here, and this movement is intended to emulate the successes won along this line at Waterloo and Chicago.

The first rehearsal of the organization as a band took place May 21st, the orchestra part of the organization having been in existence for a good many years under the direction of A. J. Leutenmayer and has heretofore been known as the Leutenmayer orchestra.

Mr. Leutenmayer was elected as manager and musical director, and E. R. Pierce, Secretary, and the rehearsals scheduled for Thursday at 7:30 p. m. at a band room arranged at the shops for the use of the combined band and orchestra.

It is intended to build up such a band and orchestra as will not suffer by comparison with any such organization in Kentucky. The men are very enthusiastic and are solidly backed up by the officers and employees.

Local Office Happenings, 12th and Rowan Street, Louisville, Kentucky.

Miss Alice Alsmiller, in the Billing Department, was confined to her home for several days on account of illness.

We extend deepest sympathy to our General Yardmaster, Mr. D. S. Herndon, whose mother passed away in Detroit, Mich. on April 27th.

On April 28th inspection of these terminals was made by Mr. C. M. Kittle, Senior Vice-President, Mr. T. E. Hill, Superintendent, Mr. C. O. Cecil, Trainmaster, and Mr. P. Glynn, Roadmaster.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke — Cinder — Alkali Dust — Strong Winds. Should be used for all Eyes that Need Care. These suggestions must surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

Mr. W. S. Thomas, recently appointed Supervising Agent with headquarters at Louisville, visited this station the first of the month.

Traveling Auditors, Mr. E. E. Troyer and Mr. C. G. Mansfield, are making a thorough check of the accounts of this station.

Commercial Agent, Mr. C. Klinger, visited with us on May 13th.

Mr. Leonard B. Bartlett, S. F. I. B. Inspector, Twelfth and Rowan Street, left the service of the Bureau recently and became connected with the Southeastern Demurrage

& Storage Bureau, this city. His many friends are assured of his further success.

Mr. James Smith, mail clerk, has been absent for several days account of undergoing a slight operation. We wish him a speedy recovery and hope he may soon be restored to good health.

TENNESSEE DIVISION

First Assistant Accountant R. E. Pickering made a flying trip to Greenville, Miss., recently to look after some unfinished business. From the expression he carries around since his return, it appears to be still unfinished.

Clerk to Trainmaster, R. H. White, has been promoted to position of Machinist Apprentice at the Roundhouse, Fulton. We all wish Bob much success.

"Daddy" Trevor Whyne reports that he is exceeding the service law most every night.

Trainmen Timekeeper, H. B. Butterworth has just returned from a splendid vacation. Harry says that Fulton is much larger than he thought it was.

Assistant Tonnage Clerk, Handsome Enloe West has just returned from a 7-days vacation, spending most of it in Water Valley, Ky. Say, Enloe did the young lady get the carnations. Leave it to Enloe to get the flowers there on time.

Chief Maintenance of Way Clerk, P. P.

Pickering is back on the job after an illness of several days.

Train Masters Stenographer, Mrs. W. R. Hales is enjoying her vacation at Bay St. Louis and Mobile. She reports that bathing at both places is excellent.

Chief Clerk, B. F. Evans was sick a couple of days last week.

Floyd Stewart Irby, formerly "President?" of the First National Bank is filling out on the Train Master's desk.

A good time is promised several of the boys from the office on the 31st at the Shriners' class, Paducah. Will write you more about it next time.

"Chief" Frank White, genial Train Master's clerk, seems considerably worried over his proposed journey over the desert at Paducah, 31st.

J. B. Alvey, Dispatcher, purchased him a Dodge touring car several days ago. He is a total stranger to the office for ce now.

Joe H. Albritton, clerk, is spending his Sundays in Princeton.

N. L. Butterworth, file clerk, has just returned from a 7-days vacation.

Train Master C. R. Young has been off the job so long switching in Chicago Terminal and St. Louis, that they claim he has lost his rights on Tennessee Division. Better hurry home, Cy.

W. W. Claypool, Income Tax Clerk, spent his vacation in Bowling Green and Louisville. He says it was necessary for him to get several prescriptions while in

ROOSEVELT THEATRE

Just as Theodore Roosevelt stood for high ideals of Americanism, so does H. O. Stone & Co. stand for conservatism in real estate investments.

Pre-eminent among the securities offered investors at this time are the First Mortgage Real Estate Gold Bonds on the *Roosevelt Theatre*, in State Street, opposite Marshall Field & Co.

These Bonds have behind them a loop fee—not a leasehold. Before the great war, a first mortgage on a downtown fee returned only 4½% to 5% interest. Now, owing to general economic conditions, this sterling investment yields a full 6%.

The ground valuation of this fee is conservatively placed at \$1,400,000, and enhancing almost daily. The building is estimated at \$600,000, thus making the security 100% greater than the total bond issue, which is only \$1,000,000.

These high grade bonds may be purchased on our partial payment plan, on terms as low as \$10 per month.

We have prepared a special, illustrated booklet, fully describing the *Roosevelt Theatre*, and giving detailed information regarding the first mortgage bonds. This booklet will be sent free upon request.

H O Stone & Co.
ESTABLISHED 1887
Real Estate Investments
Conway Bldg., 111 W. Washington St.
CHICAGO



THIS ORIGINAL ETCHING of Theodore Roosevelt, 12x18 inches, without printing, suitable for framing, will be given without charge to any person calling at our office. Out of town requests honored by mail.

Louisville as the 18th Amendment means nothing in his young life.

Train Masters Clerk, F. S. Irby, is "seeing of the green" these days, consequently White has the blues.

Note: Some color scheme.

Rock Top Taylor, Rodman, who has been switching in Chicago Terminal, claims that they used him as a semaphore board. We don't doubt it from his gestures.

Flagman J. E. Hutchinson, who was painfully injured by a caution signal several weeks ago is now back on the job.

From all reports Chairman J. S. Murphy has bought the Usona Hotel. Sugar at 33 cents per pound doesn't worry him as he says "Sugarfoot" will keep him supplied.

Booney Ryan is going to spend his vacation in Allentown, Pa. Booney says he has a weak heart and the climate in Allentown will help him. Booney spent several months there with the "Iodine Battery." You know the rest.

"It is rumored that one of our leading merchants is looking for a model for form fitting clothes. "Hop," page Punk Butterworth.

Mrs. "Rosy" Blanche Workman Callahan, etc., will leave in a few days for Houston, Fort Worth, Galveston and other seaports. From what we can learn, she is going in the Oil Business. (Three in One, we think as she has been keeping the typewriter running pretty smoothly). Rosy, we wish you an "oily trip" and an "oily" return.

D. C. Ligon has moved into his new quarters—no more fire-making or grass cutting for Ligon.

Jackson, Tenn., Shops

Trav. Engr. Shepard and wife were the week-end guests of Mr. and Mrs. Grimes.

Master Mechanic Grimes and Trav. Engr. Harrington spent several days riding engines on the Pennsylvania Lines.

Mrs. J. J. Kusler and daughter, Miss Mary, have gone to Birmingham to join Mr. Kusler who has been made Boiler Foreman at that point.

Mr. H. O. Voegeli, Chief Accountant, visited home folks in East St. Louis last week.

Machinist W. L. Jones, wife and children were the week-end guests of relatives in Cairo, Ill.

Messrs. Barclay and Smallwood visited Jackson shops on the 6th.

Mr. G. H. Brooks, Roundhouse clerk, wife and daughter, Miss Elizabeth, are on a ten days visit to Washington and New York City.

MISSISSIPPI DIVISION

Mississippi Division has suffered a loss in the death of John W. Tarver, Chief Clerk to the Superintendent, which occurred at the Hospital in Chicago, Thursday night, May 13. Mr. Tarver's health had been poor for some time and he had gone to the hospital for necessary operation.

Entering the service as Clerk in Mechanical Department in December, 1896, Mr. Tarver was promoted to position of Accountant in the Superintendent's office February 1, 1905, then to position of Chief Clerk to Superintendent July 1, 1905, which position he held up to the time of his death.

John W. Tarver was a young man in the prime of active life. He was Mayor of the city of Water Valley and made a most excellent official. There was not a man in the employment of the railroad company who was more loved and more highly esteemed by the officials and all the employes than John Tarver. He was a big-hearted, kind, quiet, unassuming citizen who never shirked the duty or a responsibility of any kind and he was loved by every citizen of the entire city.

Mr. Tarver leaves a wife and three children, to whom our deepest sympathy is extended.

We congratulate Mr. B. A. Talbert, formerly Agent at Winona, on his appointment to the position of Supervising Agent. Mr. Talbert was relieved at Winona by Mr. M. L. Hays, from Water Valley, who, in turn, was relieved by Mr. M. S. Terry, from Batesville.

Mr. J. G. Skogsberg has been appointed Chief Clerk to succeed Mr. J. W. Tarver, deceased. Mr. Skogsberg is succeeded as Chief Accountant by Mr. G. L. Gafford.

We regret to learn that continued illness prevents Mr. S. B. Herron from returning to his duties as Chief Accountant at the Shop.

Mrs. Gladys S. Walker, File Clerk, left this morning for a two weeks' visit to Little Rock, Ark., to visit her parents.

Engineer B. A. Boydston has returned from the Hospital in Chicago fully restored to his usual good health; and has resumed service on the Water Valley District.

Miss Fleeta Hellums, Clerk to Train Master, spent several days recently in Birmingham and Jackson, Tenn.

Our congratulations are extended to Mr. H. B. Tyler, Warehouse Clerk at Water Valley, and to Mrs. Tyler, who was formerly Miss Willie Belle Hunter, Stenographer in the Store Department at Water Valley, who have recently joined the ranks of the Newlyweds.

We are glad to report that Miss Olivia Sieber, daughter of Traveling Engineer C. E. Sieber, who has been in St. Joseph's Hospital for treatment for the past several

DIAMONDS ON CREDIT



Diamond Rings Latest Designs

All the popular mountings, plain and fancy engraved. Green, White and Yellow Solid Gold, very special at \$85, \$100, and \$150 up. Pearl Necklaces from \$15 to \$500. Watches, guaranteed 25 years, as low as \$2.50 a month.



LIBERTY BONDS ACCEPTED

WATCHES ON CREDIT

Send for Jewelry Catalog. It is Free

There are 128 pages of Diamonds, Watches, Jewelry. Every article is specially selected and priced unusually low. Whatever you select will be sent prepaid by us. You see and examine the article right in your own hands. If satisfied, pay one-fifth of purchase price and keep it, balance divided into eight equal amounts, payable monthly. Send for Catalog today.



Loftis "Perfection" Diamond Ring and men's "Tooth" Ring

STORES IN LEADING CITIES

LOFTIS BROS. & CO., National Credit Jewelers

Dept. A-9 9, 108 N. State St. CHICAGO, ILLINOIS

weeks, is improving rapidly. We wish for her a speedy recovery.

Miss Kathleen Hadaway, Clerk to Superintendent, and Mrs. J. R. Huff spent several days in Paducah, Ky., recently.

"Cap" Sizemore, Dispatcher, returned today from two weeks spent at Louisville attending the races. He reports a good time and we believe him, for he says he bet on "Paul Jones."

Roadmaster J. W. Kern returned last week from a few days visit to Mounds, Ill. He was accompanied home by Mrs. Kern and son, who had been visiting her parents at that point.

We are glad to welcome Traveling Auditor J. L. Kermee and wife as residents of our city again.

Accountant G. L. Gafford returned the first of the month from a two month's vacation spent in California and other points.

LOUISIANA DIVISION.

Friends! Acquaintances! The Louisiana Division still exists, but has been just a little indisposed the past few months, on account of the majority of the artists taking their weekly dip in the Hammond Swimming Pool. How about it, Georgetown, they say the water's fine?

We have had a great loss recently; yes, Saturday. One that is much regretted by one of the belles, for the rest of us girls were slighted. Who and what, you ask? Well, Mr. Howson is the man and the Road Department stenographer the girl. Good-byes were said at noon. Short, but sweet. What make do you use, Lois?

The most important thing in the office at present is the Official Guide. No one can ever find it, for the other fellow has already got it, wondering—

How far to go to Denver

By way of C. B. and Q?

Ten days, the time, four girls, the crowd,

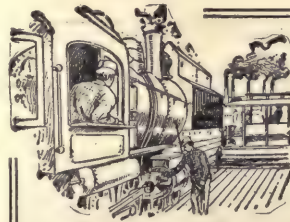
If the Chief just says it'll do.

Our friend, Tullis, tired of watching the girls in the main office powder their noses,

has decided to rest his eyes by accepting a position in the Engineering Department, away back in the corner. Our wish for success and continued success goes with him.

Within the last few weeks we have lost several of our office force. MacDougall decided to join the ranks of the Tobacco Man, Cook could not resist the call of Banking, and Quiett has been transferred to the Engineer's office in New Orleans.

Tycer, our Chief Time Keeper, still imposes on the good nature of this company by continuing his rides on Nos. 3 and 2.



**Railway
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves Soreness, Redness and Granulation.

Druggists supply Murine at 60c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



Why don't you bring her up, Finley, so we can see her occasionally, too?

Della Mae has been sitting back there all afternoon with her hand on her head, pencil in hand, making you believe that she is working, but, listen, I'll tell you something if you won't tell another soul—she's worried. No wonder, girls, she has a diamond and we're wondering where did she get it. Know?

Three of the jolly crowd have been in Chicago for some time, Messrs. Pittman, Scott and McLaurine. Trainmaster's clerk received a card from the latter several days ago with information that he was stopping at the Young Woman's Christian Association. Don't you think he is having some time?

We know a man of office fame, "Fatty" (chief clerk) McGuire is his name; He has so many new shirts, That we are sure his pocketbook hurts, Alas! Summit, Miss., suffered a fire, And to the sale ran McGuire; Or perchance they came from Kress, We will let you guess the rest.

What's the matter with New Orleans Terminal,

It's all wrong, why?
They have lost their "Sweetness,"

Watch out, this is leap year, Judge,
Miss Beulah brings the flowers,

But we see no fudge;
We know we will have showers,
Since she moved to your desk,
But Judge, she is of the best.

Notice!

Any one wanting to see a first class office, come to McComb. Chief Accountant Schwartz has renovated all of his files and records, and Assistant Chief Clerk McGuinness has started a new and up-to-date correspondence filing system, and all the clerks take a weekly bath in the (Hammond, La.) swimming pool.

Pile Surgery Unnecessary

**Post Card Brings
FULL \$2.00
TREATMENT**



Free From Piles

Sufferers of Blind, Bleeding, Itching and Protruding Piles who fear the knife, will find comfort and quick relief in **POWERS PILE REMEDY**. Medical authorities claim that Piles often result in serious organic trouble. Do not allow them to multiply and rob you of your vitality. **POWERS PILE REMEDY** is mild and soothing and brings almost instant relief. Mail post card for full treatment. If results are satisfactory, costs you \$2.00—if not, costs you nothing. Address **H. D. POWERS, Dept. 910, BATTLE CREEK, MICH.**

Show This to Some Pile Sufferer

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— HELP WANTED — PARTIAL LIST OF POSITIONS OPEN

MALE

Accountant, loop corp.	\$4,500 yr.
Executive Office Mgr., Kans.	5,000 "
Traveling Auditor, Ohio.	2,400 "
Bkpr., auto co.; South Side.	1,800 "
Bkpr.-Genl. ofc., man.	1,680 "
Clerk—Asst. to Credit Mgr.	1,200 "
Clerk, well educated.	1,200 "
Ledger Clk., auto co.	1,500 "
Clerk, sales opportunity.	1,300 "
Stenographer, ins. co.	1,800 "
Typist, oil co.	980 "
File Clerk, ins. co.	1,000 "

No Registration Fee.

FEMALE

Bkpr., South Side.	\$35 wk.
Office Clerk, small office.	25 "
File Clerk, loop.	20 "
Cashier, real estate.	25 "
Ledger Clerk.	22 "
Beginner Clerk.	18 "
Stenographer, small office.	30 "
Secretary, loop.	35 "
Beginner Stenographer.	20 "
Comptometer Opr., loop co.	25 "
Dictaphone Opr., oil co.	30 "
Typist, 1 girl office.	20 "

No Advance Charge.

A NATIONAL ORGANIZATION—ESTABLISHED 1910

South Mississippi Lands

Improved Farms, Cut-
over Acreage Tracts,
and Home Sites.

Near the shores of the
Gulf of Mexico and also
in the interior of South
Mississippi.

Write me what you want

John J. Murphy

Gulfport, Miss.

*In the Land of Sunshine
and Mild Climate*

Illinois
21-Jewel Bunn
Special—Made
for Railroad
Men.



**Gold-Filled
Knife and
Chain, FREE**
Choice of Dick-
ens, Waldemar
(shown in 'out')
or Vest Chains.
Free, now in
addition to our
special offer.

**Guaranteed
to Pass In-
spection on
All Roads.**

No Money Down

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 3 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year, gold-filled case. Guaranteed to pass inspection on any railroad.

After Trial a Few Cents a Day

Watch comes express prepaid to your home. Examine it first. Only if pleased send \$11 as first payment. Wear the watch. If after ten days you decide to return it, we refund deposit immediately. If you buy, send only \$5.50 a month until \$55 is paid.

Order Today

Just send us your name and address. No red tape. State chain you wish. Offer limited. Don't delay. Write today to Dept. 66D

Our 128-page catalog shows more than 2,000 bargains in Diamonds, Watches and Jewelry. Write for it NOW.

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View of Playgrounds at Ideal Park, Endicott, N. Y. Every known form of outdoor amusement is to be found here. EVERYTHING FREE—EVERYBODY WELCOME—EVERYWHERE.

ENDICOTT-JOHNSON

**ENDICOTT,
N. Y.**

*Shoes for Workers and
Their Boys and Girls*

**JOHNSON CITY,
N. Y.**

NEW ORLEANS TERMINAL.

Our most joyial friend, Mr. A. J. Condon, cast in his lot with the Benedicts several weeks ago and has just returned from a honeymoon in the "Windy City." Here's luck to you Al, and may all your troubles be little ones.

It was with mingled joy and regret that we took leave of Mr. Bourgeois, who has accepted a more remunerative position with the Southern Pacific. His ready smile and cheery word will always be a pleasant memory to all of us.

Mr. Bellott has been appointed chief accountant vice Mr. Bourgeois. We all pledge our hearty support to you "ART" and wish you all success.

Two of our distinguished co-workers went fishing at Grand Isle, Sunday, where they claim the fish wouldn't bite until they used a silver hook. No names mentioned, but "Am I right or am I wrong?"

We understand our Assistant Chief Clerk, Mr. Joe Carey, intends to spend his vacation at Coney Island. Better lay off that stuff, Joe. Coney Island is no place for a married man.

Who says Katz isn't a baseball fan? Why, he's following 'em up already, preparing to cash in on the series next fall.

The distinguished Mr. Schwartz recently became the extinguished Mr. Schwartz, at least so far as this office was concerned, he being among the many who have left our ranks for other fields of endeavor.

EVERY ASTHMATIC INVITED TODAY

To Try the Wonderful Frontier Method FREE OF CHARGE

If you are a victim of Asthma and have never tried the Frontier Method we want you to do so now. We have so much confidence in its wonderful healing and controlling power that we will send you a free trial at our expense. We don't want a single cent of your money. We just want an opportunity to prove to you that it is the long looked for relief from your misery, you have been searching for these many years.

Thousands have reported themselves healed by this plan, so why should anyone continue to suffer the terrible paroxysms this disease causes when it only requires a post card or a stamp to prove its benefit.

No matter in what climate you live, no matter what your age or occupation, nor how long you have been troubled, if you have Asthma in any form you owe it to yourself to send today for a free proof trial of the new Frontier Method.

This free offer is too important to neglect a single day. Write now and begin its use at once. Send no money. Simply fill out and mail coupon below. Do it Today.

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FRONTIER ASTHMA CO., Room 10, Niagara
and Hudson Streets, Buffalo, N. Y.

Send free trial of your method to:

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Overalls

and

Union Suits

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Full Cut, Roomy Union-made Railroad Overalls and Jumpers. Every garment guaranteed to give absolute satisfaction or purchase price cheerfully refunded.

Our Auto Mechanic Khaki Union Suit is unexcelled in Material, Design and Workmanship.

Miller Manufacturing Company

Five Factories:

Dallas and Fort Worth, Texas—
Memphis, Tenn., Little Rock, Ark., Kansas City, Mo.

LAND SALE

The Yazoo-Mississippi Valley or Delta

DELTA LAND VALUE is proved conclusively by the success that has been attained here by the settlers. And the results obtained by ourselves on our own farms have been most gratifying, having produced better than a bale of cotton to the acre, which, at present prices, brings around \$250 to \$500—and that, without employing any unusual methods or by practicing any more intensive farming than does the average planter. But there is nothing remarkable in that fact because there is no more productive soil in this hemisphere, and for that matter in the world—a statement the truth for which unquestionable authority can be furnished to convince any interested party.

The Yazoo-Mississippi Valley, or generally known as the "Mississippi Delta," is the richest land in this hemisphere—needs no fertilizer and will produce, in abundance, every known variety of agricultural product raised in the temperate zone.

The property offered for sale is located in Sharkey County, Mississippi, the richest part of the Valley, paralleling the main line and a branch of the Yazoo & Mississippi Valley Railroad, a branch of the Southern Railroad and the Big Sunflower River. Water and railroad transportation, schools, churches and artesian water. Good roads and drainage under construction.

We are lumber manufacturers, mill the timber, which reduces the cost of clearing, and sell the land in sections or parts thereof, improved or cutover, and we recommend the property as an investment which can be purchased now from first hands at wholesale prices.

The sale includes a large area of well located, rich alluvial cutover land, choice farm sites with clearings under process of cultivation, and specially adapted tracts, with a heavy growth of grass and switch cane, suitable for stock raising.

We are operating an extensive experimental farm on scientific methods where we can direct a prospective purchaser and show the products we are producing in quantity and quality according to representations claimed for this inexhaustible agricultural soil.

We feel justified in representing that the property we offer for sale will produce as much value per acre, with the same amount of labor, as any land in the United States; besides, the location and natural advantages insure an annual increase in land value.

You can secure information concerning the soil, climate and agricultural resources of the Yazoo-Mississippi Delta from the Department of Agriculture, Washington, D. C., the Mississippi State Commissioner of Agriculture, Jackson, Miss., or the Industrial and Immigration Commissioner, Illinois Central Railroad, Chicago. Any banker or merchant can secure information and inform you as to the responsibility of our Company.

A land investment is considered the safest investment in the world. Speculators cannot depreciate its value. Our list of property offered for sale has been carefully selected, with natural advantages both as to soil and location. Improved land in this locality will produce as great a quantity of agricultural products per acre as any land in Illinois or Iowa now valued at \$200 to \$300 per acre. If interested, by all means compare the resources and prices of the property we offer before purchasing elsewhere. Special prices and terms on application.

HOUSTON BROS.

VICKSBURG, MISSISSIPPI

Condensed Statement of
**The Citizens
 National Bank**

Vicksburg, Mississippi

At the close of business May 4, 1920

RESOURCES:

Loans	\$389,029.27
United States Bonds	240,162.00
Other Stocks and Bonds	41,538.30
Real Estate and Furniture, Fixtures	3,750.00
Redemption Fund	5,000.00
Cash on hand and Due by Banks	165,141.57

\$844,621.14

LIABILITIES:

Capital Stock	\$100,000.00
Surplus and Profits (Earned)	60,547.12
Circulation	97,500.00
Deposits	375,336.52
U. S. Bonds Borrowed	18,800.00
Bills Payable and Rediscounts	192,437.50

\$844,621.14

Condensed Statement of
**The Home
 Savings Bank**

At the close of business May 4, 1920

RESOURCES:

Loans	\$320,924.85
Real Estate	5,410.74
U. S. and Other Bonds	30,850.00
Guaranty Fund	1,500.00
Cash on hand	54,581.41

\$413,267.00

LIABILITIES:

Capital Stock	\$ 60,000.00
Surplus and Profits	11,653.28
Deposits	341,161.72

\$413,267.00

Combined Capital, Surplus and Profits, \$232,200.00
Combined Deposits, \$716,498.29 Combined Resources, \$1,257,888.14

Anderson - Tully Co.

Packing Boxes, Egg Cases

Hardwood Lumber

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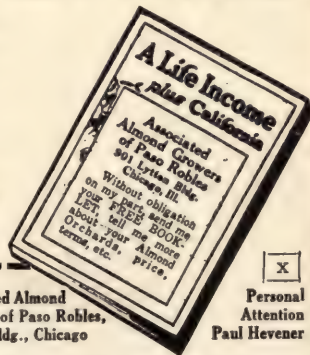
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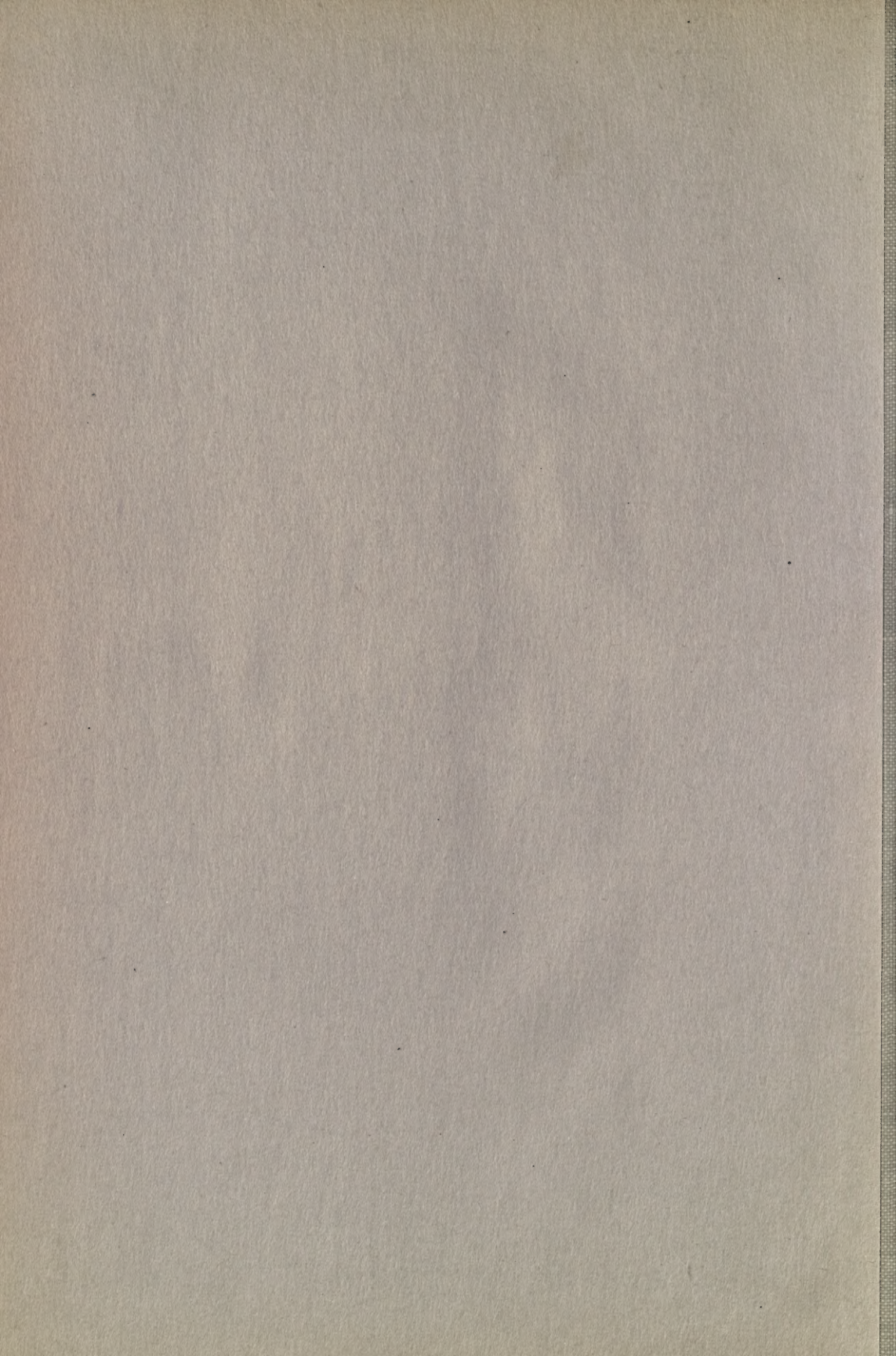
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